



11ª EDIÇÃO

# RALLY DE PORTUGAL HISTÓRICO

3 - 8 October 2016  
Regulations

## INTRODUCTION

Automóvel Club de Portugal organises the **RALLY DE PORTUGAL HISTÓRICO**, a regularity rally for historic vehicles, from 3 to 8 October 2016.

The rally will be run in compliance with the FIA International Sporting Code (the Code) and its appendices, the ASN 2015 General Prescriptions (PGAK) and these regulations.

In the event of any dispute concerning the interpretation of the regulations, only the Portuguese text will be binding.

## Programme

Date	Time		Place
2 May 16		Entries open	ACP Motorsport
15 Jul 16	18H00	Closing date for reduced fee entries	
9 Sep 16	18H00	Closing date for entries	
26 Sep 16	18H00	Publication of the Entry List	
3 Oct 16 (Monday)	16H30 /23h00	Administrative Checks - Periods 1 & 2 <i>(according to timetable - Art. 6.1)</i> Collection of material and documents	Hotel Palácio Estoril
	19h30	Briefing (English)	
4 Oct 16 (Tuesday)	07h00/07h45	Administrative Checks - Period 3 <i>(Art. 6.1.)</i> Collection of material and documents	Autódromo do Estoril
	08h00/12h00	Scrutineering <i>(according to timetable - Art. 6.2.1)</i>	
		Briefing (French / Spanish / Portuguese) <i>according to timetable to be published</i>	
	12H00	Time limit to enter Teams <i>(Art. 4.9)</i>	Hotel Palácio Estoril
	12h30/13h30	Cars enter Starting Area	Estoril
	13h00	1 <sup>st</sup> Stewards Meeting	Hotel Palácio Estoril
	14h00	Publication of the list of crews admitted to start with start time and order	
	14h30	Start of Leg 1	
5 Oct 16 (Wednesday)		Arrival of Leg 1	Tomar
		Start of Leg 2 (Section 2)	Agueira
		Arrival of Section 2	
		Start of Section 3	Espinho
	Arrival of Leg 2 (Section 3)		
6 Oct 16 (Thursday)		Start of Leg 3 (Section 4)	Lamego
		Arrival of Section 4	
		Start of Section 5	Viseu
		Arrival of Leg 3 (Section 5)	
7 Oct 16 (Friday)		Start of Leg 4 (Section 6)	Arganil
		Arrival of Section 6	
		Start of Section 7	Leiria
		Arrival of Section 7	
8 Oct 15 (Saturday)		Start of Section 8	Hotel Palácio Estoril
		Arrival of Leg 4 (Section 8)	
	11h00	Publication of the unofficial classification	
	13h00	Closing Lunch	
	14h00	Publication of the provisional final classification	
	14h30	Prize-giving	

## Official Notice Board

Date	Place
3 / 8 October	Hotel Palácio - Estoril
4 October	Hotel dos Templários – Tomar
5 October	Hotel Solverde – Espinho
6 October	Hotel Montebelo - Viseu

### Article 1 - ORGANIZATION

#### 1.1 Organising Club

Automóvel Club de Portugal (ACP)

#### 1.2 FPAK Visa no.

#### 1.3 Organising Committee

- Carlos Barbosa (President)
- Mario Martins da Silva
- João Jordão

#### 1.4 Permanent Secretariat

(Until 2 October – 09:00/13:00 and 14:00/18:00)

ACP Motorsport

Rua General Humberto Delgado, 3

2685-340 Prior Velho

Tel. +351 219 429 187 Fax + 351 219 429 192

E-mail: acpmotorsport@acp.pt

#### 1.5 Permanent Rally Office (3 to 8 October)

Hotel Palácio – Estoril

#### 1.6 Senior Officials

Stewards of the Meeting	tba (Chairman)
	Vasco Corrêa Mendes
	Camilo Figueiredo
Clerk of the Course	Mário Martins da Silva
Deputy Clerk of the Course	António Mocho
Deputy Clerk of the Course	José Pedro Borges
Assistants to the Clerk of the Course	Carlos Caixinha
	Horácio Rodrigues
	Jaime Santos
	Luís Cunha
	Nuno Galvão Lopes
	Nuno Santos
	Orlando Romana
Competitors' Relations Officer	tba
Chief Scrutineer	Luis Cunha
Secretary of the Meeting	João Jordão
Secretariat	Vanda Marcelo
	Maribel Cascão
Press Officer	Miguel Fonseca
Chief Timekeeper	Alexandra Pires
	Carlos Amaral
	Filipe Gaivão
	Josep Maria Carreras (Blunik)
Medical Officer	tba

## Article 2 - DESCRIPTION

The event consists on a road rally with a secret itinerary. The route will be published in the road book, which will be handed-out at the start of each section.

Along the itinerary there will be the following types of special stages:

- Regularity Tests (*PRA*)
- Sectors Regularity Tests (*PRS*)

Total length	tba
Legs / Sections	4 / 8
Qualifying Tests (Number / length / surface)	44 / tba / Asphalt

## Article 3 - ELIGIBLE VEHICLES

**3.1** Passenger cars, legally registered, manufactured between 1 January 1946 and 31 December 1984 will be admitted.

### 3.2 Categories and classes

Category	Date of manufacture	Classes (cm <sup>3</sup> )		
		Up to 1300	1301–2000	>2000
Classic	from 01/01/46 to 31/12/65	1	2	3
Historic	from 01/01/66 to 31/12/85	4	5	6

**3.3** The nominal cylinder capacity of vehicles fitted with supercharged engines will be multiplied by 1.7 for petrol engines and by 1.5 for diesel engines. The vehicles will be included in the class corresponding to the fictive volume thus obtained. The vehicle will be treated in all respects as if its cylinder capacity thus increased were its real capacity.

**3.4** The vehicles shall be entered in the respective categories and classes by the competitors themselves. The competitors are solely responsible for the accuracy of the data provided to the organization in the entry forms.

**3.5** Classes with less than 5 entrants will be amalgamated with the next higher class, except classes 3 and 6.

**3.6** The participating vehicles must be road-legal and comply with the specifications of the Traffic Regulations, the competitors having the sole responsibility as regards any breaches that may be detected by the authorities.

**3.7** The total width of the participating vehicles is limited to 2.05 metres.

## Article 4 - ELIGIBLE CREWS - ENTRY FORMS - ENTRIES

**4.1** For the correct interpretation of these regulations, the following terms shall have the following meanings:

- **“Competitor”** – means mandatorily the driver.
- **“Crew”** – made up by the driver and the co-driver.

**4.2** The competitor/driver and the co-driver must hold a valid driving licence and be at least 18 years old at the date of the administrative checks.

**4.3** According to the definition in Art. 19 of the Code, this is a restricted event and entries will only be accepted by express invitation of the Organiser.

Changes in the crew can be made at a later date only with the previous approval of the Organiser.

**4.4** Anybody wishing to take part in the rally shall submit the entry form (by mail, fax, email or personally), duly completed and together with the respective entry fees to ACP Motorsport (see Art. 1) on the deadline specified in the event programme.

On signing the entry application, the competitor and all crew members undertake to abide to the sporting prescriptions of the FIA International Sporting Code and its annexes, the ASN PGAK and these regulations.

**4.5** ACP Motorsport shall notify those interested about the acceptance or refusal of the entry per email not later than 7 days after receipt.

**4.6** Maximum number of participants: 130.

**4.7** Entries will be considered in order of receipt of the respective entry forms. Once the maximum number of entries has been reached, the entries received will be included in a waiting list and may be accepted in case there is an entry cancellation before the entry period closes.

**4.8** The Organising Committee reserves the right to cancel the event if there are not at least 80 crews entered on the entries closing date.

#### **4.9 Teams**

- A Team will be made up of 3 to 5 crews duly entered in the event. A crew may only be part of one Team.
- Team entries shall be made on a specific entry form, duly completed and signed by all competitors of the Team. The entry form must be submitted to the Rally Secretariat not later than at 12:00 on 4 October (Tuesday).
- Team entries are free of charge.

### **Article 5 - ENTRY FEES - INSURANCE**

**5.1** The entry fees are fixed at 3.500 € (three thousand five hundred euros) and include:

- Supplementary regulations
- Road book
- Identifying badges for driver and co-driver
- Plates and competition numbers for the vehicle
- Event insurance (cf. Art. 5.8)
- Four night accommodation for 2 people in a double room, breakfast included, for the nights of 4 October (Tomar), 5 October (Espinho), 6 October (Viseu), and 7 October (Estoril)
- Meals for driver and co-driver: lunches (5, 6 and 7, October) and dinners (4, 5, 6 and 7 October)
- Two invitations for the Prize-giving lunch (8 October)
- Baggage transport
- Commemorative plaque of the event participation for both crew members.

**5.2** Reduced entry fees for entries received before 15 July are fixed at 2.850 € (two thousand eight hundred and fifty euros).

**5.3** Participants not accepting the organiser's advertising shall pay the double amount of the mentioned fees.

**5.4** As regards the amounts stated in 5.1, 5.2 and 5.3,

- ACP members will benefit from a discount of 100 € (one hundred euros),
- ACP Clássicos members will benefit from an additional discount of 100 € (one hundred euros).

**5.5** Additional price for 2 single rooms (instead of a double room)

- 4 nights: 410 €

**5.6** Entry fees will be refunded in full:

- In case the rally being cancelled
- To candidates whose entry has not been accepted
- In case the entry application is received after the maximum number of participants as established in art. 4.6 has been reached and it becomes impossible to accept further entries according to art. 4.7.

**5.7** The organisation may refund 25% of the entry fee to competitors who, due to reasons of force majeure (duly certified by the respective ADN), are not able to take part in the rally.

### **5.8 Description of the insurance cover**

**5.8.1** The third party liability insurance will cover the liability of competitors against third parties according to the regulations in force, Art. 151 of the Traffic Law and Art. 9 of Decree Law 522/85 of 31/12/85.

**5.8.2** Maximum cover per occurrence

- Personal injury: 40,000,000 €
- Property damage: 8,000,000 €

**5.8.3** The insurance cover will come into effect from the start of the rally and will cease at the end of the event, or at the moment of definitive retirement or disqualification of the competitor.

**5.8.4** Participating vehicles and their occupants are not considered third parties.

**5.9** Automóvel Club de Portugal and the Organising Committee of the Rally shall not be liable for any accident occurring to or being caused by any participant and/or competing vehicle during the event.

## **Article 6 - ADMINISTRATIVE CHECKS AND SCRUTINEERING**

### **6.1 - Administrative checks**

Period 1	3 October	18:00/22:00	Hotel Palácio – Estoril
Period 2		22:00/23:00	
Period 3	4 October	07:00/07:45	Estoril Circuit

Detailed information about the time presentation of each crew will be published in a bulletin.

The competitor/driver and the co-driver must show the following documents:

- Driving license
- Car documents and log book
- Authorization of the car owner if it is not one of the crew members.

Failing to show any of them may imply the refusal to take the start.

### **6.2 - Scrutineering**

**6.2.1** Scrutineering will take place at the Estoril Circuit, on 4 October (08:00/12:00).

Detailed information about the time presentation of each crew will be published in a bulletin.

There will be a time control immediately before the scrutineering area.

**6.2.2** All vehicles must already have the competition numbers and plates provided by the organisation fixed when checking into the scrutineering area.

**6.2.3** All participating vehicles must be fitted with at least one extinguisher of no less than 2 kg.

**6.2.4** – The assembly and the use of additional sets of Led lights are unauthorized.

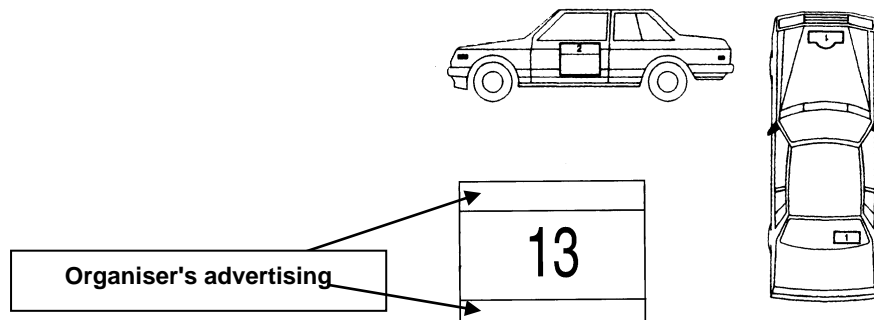
## Article 7 - ADVERTISING

7.1 The advertising on competitors' cars is free, always provided that:

- it is authorised by national law (special attention to be paid to the prohibition of tobacco and alcoholic beverages' advertising);
- it is not applied on the spaces reserved for rally plates and competition numbers;
- it does not hinder visibility through the windows.

7.2 A 10 cm stripe on the upper part of the windscreen over its whole width is allowed.

### 7.3 Affixing of organiser's advertising and competition numbers



#### Compulsory advertising

- 1 Rally Plates – front and rear (45 x 33 cm)
- 2 Competition numbers – one for each front door (50 x 52 cm) and one for each rear back window.
- 3 The organizer's advertising is:  
Banco BIC  
ACP Automóvel Clube de Portugal

## Article 8 - PLATES – COMPETITION NUMBERS

### 8.1 Plates

The rally plates must be affixed in the front and rear part of the vehicle, in a clearly visible position throughout the event. Under no circumstance shall the plates cover the number plates of the vehicle, not even partially. Any infringement of this article shall be penalised as follows:

- Car number plate covered by one of the rally plates - 60 points
- One rally plate missing - 60 points
- Both rally plates missing - 600 points

### 8.2 Competition numbers

8.2.1 Competition numbers will be allocated in decreasing order according to the age of the vehicles.

8.2.2 The competition numbers provided by the organisers must be affixed during the whole event on the front doors of the vehicle and on the rear side windows. Any infringement shall be penalised with 600 points.

8.2.3 In case of retirement or disqualification by the Stewards of the Meeting, the competitors shall immediately remove the identification plates and the competition numbers from their vehicles.

## Article 9 - APPLICATION AND INTERPRETATION OF THE REGULATIONS

9.1. The Clerk of the Course is charged with the application of the present regulations during the running of the event. He must inform the Stewards of the Meeting about all important decisions taken within the framework of the general or specific regulations of the rally.



**9.2** Any protest against the application shall be lodged in writing by the competitor to the Clerk of the Course who will submit the protest to the decision of the Stewards (Art. 13.1 and following of the Code).

**9.3** All cases not included in the present regulations shall be addressed to the Stewards of the Meeting who have the exclusive power of decision (Art. 11.9 of the Code).

**9.4** The organization reserves the right to make any amendments to the present regulations which they may seem convenient or necessary, to cancel or delay the event, with the approval of the competent authorities.

**9.5** These regulations can only be amended according to Art. 3.6 of the Code. In such case, competitors shall be notified as soon as possible. Any eventual amendment or supplementary provision shall be announced by means of dated and numbered bulletins which will then become part of the present regulations. These bulletins will be published at the secretariat and notified directly to the competitors, who will have to confirm receipt, save in cases of material impossibility during the running of the event.

**9.6** Competitors, drivers and co-drivers shall respect the present regulations with no exception, recognising the usual sporting jurisdictions established by the National Sporting Regulations and the FIA International Sporting Code.

## **9.7 Traffic Laws**

**9.7.1** Throughout the entire event the crews must strictly observe the Portuguese Traffic Law and its respective complementary legislation. They are solely responsible for any offence committed which might additionally be penalised by the Stewards of the Meeting as follows:

- 1st offence: 600 points
- 2nd offence: exclusion

**9.7.2** The police officers detecting an infringement of the traffic laws by a crew shall proceed with the crew in the same way as they would proceed if they were no rally participants.

**9.7.3** Should they decide against stopping the crew in the wrong, they may nevertheless request the application of any penalties set out in article 9.7.1, subject to the following:

- that the notification of the infringement to the organization is made through official channels and in writing, before the posting of the provisional final classification.
- that the statements are sufficiently detailed for the identity of the offending crew to be established beyond all doubt, and that the place and time of the offence are precise.
- that the facts are not open to various interpretations.

**9.7.4** This article shall not be applied during the special stages (PRA and PRS) as regards speed limit signalling.

## **Article 10 - ITINERARY**

**10.1** Throughout the rally, which itinerary is compulsory, subject to a penalty which could even entail exclusion, both crew members (driver and co-driver) must be on board of the vehicle.

**10.2** Repairs and refuelling are allowed throughout the event, except in those cases expressly forbidden by the present regulations.

**10.3** Participating cars may only be towed, transported or pushed in order to bring them back onto the rally road or to clear the rally route. Any infringement will incur a penalty which may even entail exclusion.

**10.4** Crews are not allowed, under pain of a penalty which may even entail exclusion:

- to intentionally hinder the passage of a participating vehicle or make overtaking difficult;
- to behave in a non-sporting manner;
- to use slick tyres.



**10.5** The only distances considered as valid will be those defined by the organization and shown in the road book.

#### **10.6 Official time**

The official time will be UTC (Universal Time Coordinated) in Portugal. This time will be provided by the organization at the start of each section.

### **Article 11 - STARTING AREA**

**11.1** All cars having been authorised to take the start must be assembled at the starting area during the time window indicated in the event timetable. For any late arrival to the starting area, a penalty of 10 points per minute or fraction of a minute late will be applied.

Any crew reporting more than 30 minutes late may not be allowed to start.

**11.2** Vehicles may be driven to the starting area by a representative of the competitor.

### **Article 12 - START**

**12.1** The start for Leg 1 will be given in the order of the list of participants which will be set-up after the initial checks following the same criteria which were used to set-up the entry list (age and classes of the participating vehicles).

**12.2** The start order for the following legs will be given according to the classification at the end of the previous Leg. Should it be impossible, the start order will be the same of the last special stage of the previous leg.

**12.3** The start for sections 3, 5, 7 and 8 will be given according to the order of presentation of the crews at the arrival time control of the previous section.

**12.4** The start intervals, which will be the same for all crews, will be 30 seconds.

**12.5** The crew must take the start (of the rally, of a leg or a section) at their exact time or during the following 15 minutes. An eventual late start will not be compensated and the scheduled time will be entered in the time card. Any crew reporting to the start more than 15 minutes late will not be allowed to start.

### **Article 13 - TIME CARD**

**13.1** At the start of each section, each crew will receive a time card showing:

- start place and time
- location of the time controls and passage controls
- distance and target time between two consecutive time controls
- special stages (type, name and start time)

**13.2** The crew members are responsible for their time card, which must be on board the vehicle throughout the rally and must be shown by a crew member at all control posts with compulsory stop in order to have the respective entry made.

**13.3** The absence of an entry from any control, or the failure to hand in the time card at each control will result in a penalty that may even entail exclusion.

**13.4** The crew is responsible for submitting the time card at the controls and for checking the entries made.

**13.5** The crew is responsible for submitting their time card at the target time, as well as for checking the accuracy of the time entered.

**13.6** The marshal is the only person allowed to enter the time, either manually or by means of a printing device.

**13.7** Any divergence between the times entered on the crew's time card and those entered on the official documents of the event will form the subject of an inquiry by the Stewards of the Meeting who will judge in the last instance.

**13.8** Any correction or amendment in the time card which has not been made by the appropriate marshal will lead to a penalty which may even entail exclusion.

#### **Article 14 - CONTROLS - GENERAL PROVISIONS**

**14.1** All controls, i.e. passage and time controls shall be indicated by means of FIA approved signs.

**14.2** The control areas (i.e. all areas between the first yellow warning sign and the final beige sign with three transverse stripes) will be considered as "Parc Fermé" (Art. 22).

**14.3** The control procedure starts when the vehicle enters the control area. The duration of the stop in the indicated space shall not exceed the time needed to carry out the control procedure. The crew is forbidden to stop for any reason or to drive at an abnormally slow speed.

**14.4** Crews must enter and drive inside the control area in the direction of the rally, under pain of a penalty which may entail exclusion.

**14.5** Crews must report at all controls in the established order, under pain of a minimum penalty of 600 points.

**14.6** Control posts shall be ready to function 15 minutes before the target time for the passage of the first crew, and will close 15 minutes after the target time of the last crew of the event.

#### **Article 15 - PASSAGE CONTROLS**

**15.1** In addition to the passage controls indicated in the time card and in the road book, other passage controls may be set up along the route, with the only aim of checking whether the crew is complying with the itinerary. These controls will be clearly identified by means of signs according to the FIA regulations. The stopping at these passage controls will not imply any time reduction.

**15.2** Any crew not reporting at a passage control will be penalised with 600 points.

#### **Article 16 - TIME CONTROLS**

**16.1** The target check-in time at a time control (TC) is the time obtained by adding the passage time of the previous TC (hours, minutes and seconds) and the time allowed to complete the distance between the previous TC and this TC (hours and minutes).

**16.2** The target time is exclusive responsibility of the crews, who may check the clock at the control post.

**16.3** The entry of the time on the time card may only be carried out if the two crew members and the car are in the control area and within the immediate vicinity of the control post. The check-in time shall correspond to the exact moment at which one of the crew members hands the time card to the marshal. Then the marshal shall mark on the card the actual time at which the card was handed in.

**16.4** The crew will not incur any penalty for lateness if the act of handing the card to the appropriate marshal takes place during the 30 seconds after the target check-in time.

*Example: If a crew has to check-in at the control at 10:58:30, it will be considered that they have checked-in on time if they do so between 10:58:30 and 10:58:59.*

**16.5** Any difference between the actual check-in time and the target check-in time shall be penalised with 10 points per minute or fraction of minute.

**16.6** A penalty of 200 points will be imposed on any crew that:

- reports at a time control more than 15 minutes later than the target check-in time.
- do not report at a time control.

**16.7** Early check-in at the leg finish time controls is allowed without incurring a penalty.

## **Article 17 – SPECIAL STAGES**

**17.1** Along the itinerary there will be the following types of special stages:

- Regularity Tests (*PRA*)
- Sector Regularity Tests (*PRS*)

### **17.2 Timing of the special stages**

**17.2.1** The timing of the special stages will be carried out automatically, by means of the Blunik system, which implies the fitting of a transponder in each participating vehicle.

**17.2.2** The timing of the special stages will be done to the tenth of a second.

**17.2.3** In each control post of a special stage, the time will be clocked at the moment the transponder passes by the cell installed on the road.

**17.2.4** During the initial administrative checks, 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.

The deposit will be returned to the crew at the end of the event, against the voucher indicating that the device was returned in perfect working condition.

**17.2.5** The transponders will be fitted into the competing vehicles at the start of each leg and taken off at the finish of the leg, by organization staff. The transponder shall be normally fitted on the right-hand rear side-window of the vehicle. In special cases (for example vehicles without rear side-windows or with dark windows) and on decision of the organization, the transponder may be fitted outside the bodywork.

**17.2.6** The crew is responsible for keeping the transponder in the exact position in which it was fitted. They are also responsible for returning it at the end of the leg.

**17.2.7** In case of retirement, the transponder shall be returned at the rally secretariat, no later than the start of the next leg.

**17.2.8** If a defect should be found in the fitted device and the defect is due to incorrect or fraudulent handling of the device by the crew, the crew shall incur a penalty which may even entail the exclusion of the event.

### **17.3 General provisions**

**17.3.1** Vehicles are not allowed to stop during the special stages. Any infraction will entail a penalty.

**17.3.2** Crews are not allowed to drive in opposite direction of the rally or use a different itinerary.

**17.3.3** The maximum penalty in each qualifying test is 600 points.

**17.3.4** Should the running or the sporting results of a special stage be affected by anomalous circumstances, the Stewards of the Meeting may, on proposal of the Clerk of the Course, apply the following rule:

- the crews achieving less points (in a number to be decided by the Stewards) will be attributed the recorded penalties;
- all other crews will be attributed a penalty identical to the higher penalty of the crews mentioned before.

This rule may be applied - in a single control, in several controls or for the whole special stage - regardless of the place in which the facts affecting the normal running of the event occurred.

**17.3.5** 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.

**17.3.6** When re-entering the rally route as set in the previous article the crew must stop the vehicle in the «start area» (cf. Art. 18.3 e 19.2.3) of the special stage where they are re-entering, in order to allow a marshal to check the transponder. If this procedure does not take place, the crew will be responsible for any penalties that may occur due to any transponder defects.

**17.3.7** There will be a fixed penalty for each qualifying test which the crew did not take part in.

**17.3.8** The control post at the start of any special stage will close 15 minutes after the target time of the last crew of the event.

#### **17.4 Interruption of a special stage**

**17.4.1** If, for reasons of force majeure, a special stage is interrupted or cancelled, the stage commander will show the crews reporting at the start area (see Art. 18.3 and 19.2.3) a board indicating "**STOP - Art. 17.4**".

**17.4.2** The crews affected will be neutralised and will receive as soon as possible instructions on the route to follow, which may be the one indicated in the road book.

**17.4.3** In any case, the stage commander will enter the neutralization time in the time card of each crew. The neutralization time entered in the time card shall be added to the times which already figure on the time card to calculate the start time of the following qualifying tests (Art. 18.2) and/or the target time to report at the next time control (art. 16.1).

#### **17.5 Summary of penalties**

<b>Article</b>		<b>Penalty</b>
17.3.1	Confirmed stopping	10 points
17.3.2	Driving in the opposite direction of the rally - confirmed	60 points
17.3.3	Maximum penalty	600 points
17.3.7	Fixed penalty for not starting a test	1.000 points

#### **Article 18 - REGULARITY TESTS (PRA)**

**18.1** The location of every PRA is shown on the time card, the start and the finish usually being marked on site by means of informative signs:

- start: red flag
- finish: chequered flag

**18.2** The exact start time of each PRA will be calculated by the crew on the basis of the indications given in the time card (check-in time at the previous TC + time allocated to start the respective test). Each crew is responsible for starting the test at the correct time.

**18.3** There will be an informative board (**SS-Pre-Start**) between 30 and 100 metres before the start of each PRA. The space between this board and the start of the PRA is considered as "start area".

Vehicles are only allowed to access the start area of a PRA within the 60 seconds preceding their start time. Any infringement will entail a penalty.

**18.4** The timing controls are secret and are not indicated at all on the road.

**18.5** The target passage time at a specific control will be established for each crew according to the target start time of the PRA, the distance to cover from the start to that point and the imposed average speed (indicated in the road book), without depending on any delay or early report at the previous controls.

**18.6** Except in specific cases the average speed imposed for the PRAs is fixed between 50 and 60 km/h.

**18.7** There will be a tolerance of 5 tenths of a second for late or early check-in as regards the target passage time for each control.

*Example: a crew which target time in a certain time control is 12:15:30,7 (hours: minutes: seconds, tenths of a second) will not incur in any penalty if they check-in between 12:15:30,2 e as 12:15:31,2.*

**18.8** As regards the controls set-up in the first 500 metres of a PRA or the controls set-up in areas with an average speed of less than 40 km/h, only penalties for early reporting and not the penalties for delay will be considered.

**18.9** The organization may set-up radars to control the speed in any area in which the imposed average is less than 40 km/h. Should the speed recorded be higher than the speed indicated in the road book, a penalty will be imposed on the infringing crew.

#### **18.10 Summary of penalties**

<b>Article</b>		<b>Penalty</b>
<b>18.3</b>	Accessing the start area more than 60 seconds earlier	10 points (minimum)
<b>18.7</b>	For each tenth of a second early or late check-in at any PRA secret control (over tolerance)	0,1 points
<b>18.9</b>	Speed above the imposed speed (up to + 20%) - for each additional km/h	1 point
	Speed above the imposed speed (between + 21 and 50% +) - for each additional km/h	10 points
	Speed above the imposed speed (over + 50% +) - for each additional km/h	60 points

### **Article 19 – SECTOR REGULARITY TESTS (PRS)**

#### **19.1 General provisions**

**19.1.1** The route of each PRS will be divided into two or more sectors, according to the indications in the time card. All sectors of a PRS must be covered within the same time.

**19.1.2** The PRS will have flying starts and finishes.

**19.1.3** The finish points of each sector will be indicated on the ground by means of standardised boards (clock on red background).

**19.1.4** The actual start time of a PRS is the moment the transponder passes in front of the cell which is installed on the start line (P).

**19.1.5** The time taken by the crew in the first sector of the PRS will be considered as their reference time for the test. Any difference between the time taken by the crew to cover any of the following sectors and the reference time will be penalised with 0.1 points per tenth of a second.

**19.1.6** 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).

**19.1.7** The driver and the co-driver must wear the helmet during the PRS.

**19.1.8** Crews are not allowed to brake or significantly reduce the speed of their vehicle within the 200 metres before the final points of each PRS sector, under pain of a penalty.

## **19.2 Specific provisions for 'road PRS'**

**19.2.1** The location of every 'road PRS' is shown on the time card, the start and the finish usually being marked on site by means of informative signs:

- start: red flag
- finish: chequered flag

**19.2.2** The theoretical start time of each 'road PRS' will be calculated by the crew on the basis of the indications given in the time card (check-in time at the previous TC + time allocated to start the respective test). Each crew is responsible for starting the test at the correct time.

**19.2.3** There will be an informative board "**SS-Pre-Start**" between 30 and 100 metres before the start of each 'road PRS'. The space between this board and the start of the 'road PRS' is considered as "start area".

Vehicles are only allowed to access the start area of a 'road PRS' within the 60 seconds preceding their start time. Any infringement will entail a penalty.

**19.2.4** A crew shall not be penalised in the start control (P) if they start the 'road PRS' at the theoretical start time or in the following 5 seconds (*example: a crew whose theoretical start time for the 'road PRS' is 15:20:30 may start their test without incurring a penalty between 15:20:30 and 15:20:35*).

The fact of starting the 'road PRS' outside the established time window will entail a penalty.

**19.2.5** 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 as a PRA run at an average speed of 40 km/h. During this PRA (reconnaissance passage) it is not compulsory to wear the helmet.

## **19.3 Specific provisions for 'circuit PRS'**

**19.3.1** Before a 'circuit PRS', the crews must take their vehicles to a holding area, under Parc Fermé conditions, following the instructions of the marshals.

**19.3.2** The 'circuit PRS' will be staged in groups of competitors, with starts at specific intervals. The start of a 'circuit PRS' will be given according to the order of arrival at the previous Time Control.

**19.3.3** Once the start signal has been given, the crew must start immediately. Should a crew not take the start within 20 seconds following the start order, the marshals shall move the vehicle in order to clear the start area. In this case, the crew shall be penalised.

**19.3.4** A false start will be penalised regardless of any other penalty that might be imposed by the Stewards of the Meeting.

**19.3.5** Should a vehicle be motionless and unable to move on the track (before the start, during or after the test) it will be immediately at the disposal of the Clerk of the Course who will order the retirement of the car to the most adequate place.

**19.3.6** If the route is delimited by means of cones, hitting a cone would entail a penalty.

**19.3.7** The test finishes when the competitor crosses the finish line at the end of the last sector, which is when the chequered flag will be shown.

**19.3.8** A maximum time will be established for each 'circuit PRS'. Exceeding the established time will entail a penalty.

**19.3.9** The organization will provide further information on the details of each 'circuit PRS'.

#### 19.4 Summary of penalties

Article	Description	Penalty
19.1.5	For each tenth of a second of difference with respect to the reference time	0.1 points
19.1.6	Total time (deducted for the time taken by the fastest crew) – For each tenth of a second	0.05 points
19.1.7	Not using the helmet	Maximum
19.1.8	Braking/reducing the speed within the 200 metres before the end of each sector	30 points
19.2.3	Accessing the start area more than 60 seconds earlier	10 points (minimum)
19.2.4	'Road PRS' / Start of the test outside the established time window - for each tenth of a second early or late	0.1 points
19.3.3	Impossibility to (or giving up) start	Maximum
19.3.4	False start	10 points (minimum)
19.3.6	Hitting cones - for each cone	5 points
19.3.8	Time over the maximum time	Maximum

#### Article 20 - "SUPER RALLY"

A crew which has failed to complete a leg will be assumed to re-start the rally from the time control of the start of the next leg, unless they confirm otherwise with the clerk of the course not later than 2 hours after the scheduled time for the arrival of the first competitor at the finish of the previous leg (see event programme).

The crews choosing to re-start the event according to this article

- must drive the vehicle to parc fermé within 15 to 30 minutes before the scheduled start time of the first competitor for the next leg (see event programme)
- shall start the next leg according to the classification at the end of the previous leg.

#### Article 21 - SERVICE

**21.1** Service and refuelling are free throughout the event, with the following exceptions:

- during the special stages
- in areas established as Parc Fermé.
- within the 100 m of the itinerary of the rally prior the entry/exit controls from the parc fermé

**21.2** The organization will propose an itinerary for service vehicles, indicating the points in which the said itinerary matches the rally route (recommended service areas).

#### 21.3 Flexi-Service

**21.3.1** After Leg 1 and 2 there will be a 60 minute period for servicing the competition vehicles.

**21.3.2** To this effect, the crews will receive a time card at the end of the leg.



**21.3.3** Time controls will be set-up at the parc fermé exit (PF-OUT) and entry (PF-IN).

**21.3.4** Vehicles may be taken out of the parc fermé (PF-OUT) between 22:30 and 23:30 by any crew member or representative, producing the respective time card.

**21.3.5** In case of a delay at the PF-IN control (parc fermé entry) check-in, i.e. if the vehicle exceeds the 60 minute "flexi-service" window, the crew will be penalised with 10 points per minute or fraction of a minute delay. If the delay is over 60 minutes, a penalty of 6.000 points shall be applied and the crew will be then allowed to drive the vehicle to the parc fermé within 15 to 30 minutes before the scheduled start time of the first competitor for the next leg (see event programme).

**21.3.6** Crews may check-in at PF-IN before the 60 minutes "flexi-service" time without incurring any penalty.

**21.3.7** The "flexi-service" is optional and therefore any crew not wishing to make use of this service time is free to leave their car in the parc fermé.

## **Article 22 - PARC FERMÉ**

**22.1** Vehicles are subject to parc fermé rules:

- from the moment they enter the start area (if any), in a regrouping or an end of leg parc until they leave it;
- from the moment they enter a control area until they leave it;
- from the moment they enter a start area of a PRA or a 'road PRS' until they start the stage.

**22.2** Repairs and refuelling are forbidden for as long as the vehicles are subject to parc fermé rules.

**22.3** In a start area, regrouping or end of the leg parc, as an exception to the parc fermé rules, it is allowed, subject to authorization by the organization and under supervision of a marshal, to change a punctured tyre using the means available onboard the vehicle or to replace the windscreen wiper, for which case it would be allowed to have external help.

These operations must be finished before the start time of the crew. If not, the crew will be penalised according to the regulations (Art. 12.5).

**22.4** Before the start of a leg or a section, crews may access the parc fermé 10 minutes before their start time. If a regrouping does not exceed 15 minutes, crews may remain inside the park.

**22.5** Any infringement of the parc fermé rules will entail a penalty to be decided by the Stewards of the Meeting which may be of up to 6.000 points.

## **Article 23 - CLASSIFICATION**

**23.1** To be included in the final classification a competitor must have checked in at the final time control during its opening period.

**23.2** The competitor with the lowest score will be proclaimed **Winner of the XI Rally de Portugal Histórico**.

**23.3** The competitor of the Classic Category with the lowest score will be proclaimed **Winner of the VI Troféu ACP Clássicos**.

**23.4** If two or more competitors have scored exactly the same points, the winner will be the competitor who had the lowest score during the first special stage. In the event of a further tie, the score of the second qualifying test will be taken into account, and so on.

## 23.5 Other classifications

### 23.5.1 Classes

There will be classifications of the classes with at least 5 participating vehicles.

### 23.5.2 Ladies' crews

Ladies' teams will only be those in which both the driver and co-driver are women.

### 23.5.3 Teams

- The total score of a Team corresponds to the sum of the scores of its 3 best classified crews.
- The winning Team will be the Team with the lowest total score.
- In the event of a tie between two or more Teams, the winner will be the Team with the best classified crew.

## Article 24 - PROTESTS - APPEALS

All protests and/or appeals must be lodged in accordance with Art. 13 of the International Sporting Code and Arts. 25, 26 and 27 of the ASN PGAK.

### 24.1 Protest

The protest fee established by the FPAK is: **€500**.

If the protest requires the dismantling and re-assembly of different parts of a vehicle, the claimant must also pay an additional deposit of:

- **€1,000** – if the protest deals with a clearly defined part of the car (engine, transmission, steering, brakes, electric circuit, bodywork, etc.);
- **€2,000** – if the protest deals with more than one part of the car.

If the protest is considered unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned.

### 24.2 Appeal

Competitors have the right to appeal as described in Art. 14 of the International Sporting Code and Art. 27 of the ASN PGAK. The National Appeal Fee (FPAK) is: **€2,500**.

## Article 25 - PRIZES

25.1 The following prizes will be awarded:

- Winner of the **XI Rally de Portugal Histórico**: "ACP Honorary Trophies"
- 2nd to 5th classified: Cups or Trophies
- Winner of the **VI Troféu ACP Clássicos**: Cups or Trophies
- 1<sup>st</sup> of each class: Cups or Trophies (see Art. 23.5.1)
- 1<sup>st</sup> Foreign Crew: Cups or Trophies (see Art. 25.2)
- 1<sup>st</sup> Ladies' Crew: Cups or Trophies (see Art. 23.5.2)
- 1<sup>st</sup> Team: Cup or Trophy (see Art. 23.5.3)

25.2 Should the winning crew be a foreign crew, the prize for the 1<sup>st</sup> Foreign Crew would not be awarded but replaced by the prize for the 1<sup>st</sup> Portuguese Crew.

## Article 26 – PRIZE-GIVING

26.1 The prizes will be awarded according to the event programme.

26.2 All crews entitled to receive a prize are required to attend the prize-giving ceremony of the rally. In case of absence they will not receive the respective prizes.



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