

## Information 1 to competitors

Date: 30 September 2022

Pags: 8

Attachments: 11

### Attention:

This information is intended to provide additional clarification and/or to clarify any situations that may be doubtful, not by providing the consulted regulation of the evidence and any additions, the texts of which shall be the only ones considered valid.

### 1. Emergency number

**+ 351 912 201 545**

### 2. Administrative checks

Three periods are foreseen for carrying out the administrative check:

#### **Period 1 and 2 (strongly recommended)**

Hotel Palácio - October 3, 2022, from 15h30 to 19H30 *View detailed time in Bulletin 1*

#### **Period 3 (only in case of force-major)**

Casino Estoril - October 4, 2022, from 08:00 to 08:45

Following the administrative checks, the team will receive, among other materials and documents, a timecard to be used in the installed controls:

1. At the entrance of the technical check park
2. At the entrance to the starting park

### 3. Scrutineerings

They will take place at the Casino do Estoril (see attached - Appendix I)

According to the time provided in Art.2 pr, between 09:00 and 11:30 *View detailed time in Bulletin 1*

Upon arrival at the site, teams must drive their vehicles to and/or assist to the competitor park. A time control (TC) will be installed at the entrance to the scrutineer park.

### 4. Departure Park / Departure

Vehicles that have been approved in the Scrutineers must enter the Departure Park, located in the gardens of Casino Estoril, between 10:00 and 11:45, and can be taken to the site by a representative of the competitor (the control letter delivered in the administrative check must accompany the vehicle, being delivered definitively in the control of entry into the Departure Park).

The list of participants, the order and time of departure of the teams will be posted in the Official Digital Notice Board (place and time indicated in the program).

The start of the rally (as well as the departure of any stage or section) will be deemed to have taken place at the scheduled time even in case of team delay.

## 5. Distance measurement

The route was carefully measured using a Terratrip equipment, using exclusively the asphalt strip with trajectories that privilege the most to the right area of the road. In the case of roads with 2 separate lanes, we tried to use exclusively the right-hand lane.

In the Road Book, distances are usually presented with:

1. Liaisons routes: 2 decimal places
2. Classification stages: 2 decimal places, except in the average change locations (three decimal places).

Example of a Road Book - page attached (Appendix II)

The position of the regularity controls was calculated using 3 decimal places (approach to the meter).

## 6 – Timecard

Attached copy (Appendix III)

Crews are prohibited from registering on the control letter.

## 7 – Time Controls (TC)

**7.1** According to the control map (Appendix X) the following time checks (TC) are provided for:

1. Departure and arrival of Legs and Sections
2. Before the after each PRS circuit
3. Before and after Flexi-Service
4. On the liaisons.

**7.2** At any time check, the time of control corresponds to the moment when, with the two team members and the vehicle in the control area and in the vicinity of their post, one of the crew members delivers the control letter to the timekeeper.

**7.3** To calculate the optimal display time in a time control (TC), the team must add the pass time on the previous TC (hours minutes and seconds) and the time allowed to travel the distance between the previous TC and that CT (hours and minutes).

Example:

- Passing time on TC 'n-1': 10H18M00S
- Time allowed to travel the distance between TC 'n-1' and TC 'n': 01H20M
- The ideal presentation time in TC 'n' 11H38M00S

the crew will not suffer any penalty if it is in the TC 'n' in the 30 seconds counted from its ideal time, i.e. between 11H38M00S and 11H38M29S.

7.4 As an exception, the crew will be able to control before your ideal time without incurring any penalty in the following time checks:

- TC1D
- TC2D
- TC2F
- TC3H
- TC4H

## 8 – Average speed on the liaisons

With the exception of liaisons where motorways or expressways are used, the average imposed on the liaisons routes is less than 50 km/h (see Appendix IV).

Except for exceptional cases, in each section of the rally there is a liaison (chosen for the availability of a filling station and the ease of access to assistance) in which an additional time of 10 minutes is allowed. These links are identified in the Control Map (appendix X) as 'Pause/Service'.

The filling stations available along the route are listed in the Road Book.

## 9. Police in the Itinerary of the rally

It is recalled that the entire rally, including the qualifying tests, is held on roads open to normal traffic, except in the qualifying tests with averages of more than 50 km/h, which will be closed to normal traffic, and the teams must take all the precautions inherent in this.

The presence of police elements at some intersections, except for classification tests with averages greater than 50 km/h, does not mean that the road used by the race is closed to traffic!

## 10. Regularity tests (PRA)

### 10.1 Departure from PRA

The ideal start time of each PRA will be calculated by the crew from the indications on the timecard (time of passage in the previous time control + time allowed to start the test in question)

*Example:*

- *Passing time on TC 'n': 14H10M30S*
- *Start time of SS «X»: TC «n» + 01H10M*
- *Ideal departure time for SS «X»: 15H20M30S*

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

### 10.2 PRA departure zone

About 30 to 100 meters before the departure of each PRA will be placed an information board (SS-Pre-Start). The space between this plate and the departure of the PRA is considered a 'starting area'.

The entry of a vehicle into the starting area of a PRA is only allowed within 60 seconds prior to its departure.

The crew shall immobilize the vehicle immediately before the start of the 'start zone' to allow a timekeeper to check the battery charge status of the *transponder*.

### 10.3 Average imposed on PRA

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

The averages imposed on each PRA are indicated in Appendix V.

The exact locations of average change are clearly marked in the Road Book and, where possible, indicated on the ground through the information boards.

In case of divergence between the various information on this matter (Appendix V, Road Book, road signs) should be considered as valid as those contained in the Road Book.

In the controls installed in the first 500 meters of any PRA and in an average area of less than 40 km/h, only advance penalties will be considered.

## 11. Sector Regularity Tests (PRS)

### 11.1 Helmets

It is recalled that the two members of the crew should wear the helmets in the PRS, without which the departure will not be allowed.

In SS5 (Kartódromo de Leiria)

and SS22 (Circuito de Montalegre)

the use of the helmet is mandatory from the moment the vehicle leaves the waiting zone after TC1B and TC3B.

### 11.2 Reconnaissance of PRS in circuit

There will be no reconnaissance on any of the PRS circuit (SS5 / SS22).

### 11.3 Chicanes in PRS in circuit

The timing points of the PRS in circuit (end of sector) will be preceded by a chicane. In case of dropping any of the elements of a chicane, art. 21.3.6 of the regulation will be applied.

### 11.4 Reconnaissance of PRS on the road

Crews will have the opportunity to make a reconnaissance pass for each PRS on the road, during which it is not mandatory to wear a protective helmet by the team members.

The reconnaissance will be done in the form of a PRA, carried out at an average speed of 40 km/h.



### 11.5 Departure of road PRS

The ideal start time of each PRS on the road will be calculated by the crew from the indications in the timecard (passing time in the preceding TC + time allowed to start the race in question).

Example:

- Time of passage in the previous TC 'n': 14H10M30S
- Start time of SS «X»: TC «n» + 01H10M
- Ideal departure time for SS «X»: 15H20M30S

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

The crew will not suffer any penalty in the departure control if you start the PRS on the road at the theoretical start time or in the subsequent 5 seconds (e.g. a team whose theoretical start time of a PRS is 15H20M30S can start your race without any penalty between 15H20M30S and 15H20M35S).

### 1.6 Departure zone on road of PRS

About 30 to 100 meters before the departure of a PRS on the road will be placed an information board (SS - Pre-Start). The space between this plate and the prs start on the road is considered a 'starting area'.

The entry of a vehicle into the starting area of a PRS on the road is only permitted within 60 seconds prior to its departure.

The team should immobilize the vehicle immediately before the start of the 'starting area' in order to allow a commissioner to check the status of the transponder battery charge.

## 12. Interruption of a special stage

It is recommended to read Art. 19.4 of the Regulation on the procedures to be adopted if there is a temporary or definitive interruption of a special stage.

If the Stage Commander registers in the timecard (e.g., Appendix III) a neutralization time, it should be considered in the calculation:

- departure time of all qualifying tests until the next time control,
- presentation time at the next time control.

## 13. Interruption of participation in the rally

### 13.1 The crew resumes participation in the same section

In the event that a crew does not hold one or more classification tests of a particular section, it may resume the route of the same section at the beginning of a subsequent classification test, respecting the expected start time for that purpose.

In this case, the crew must stop the vehicle in the 'starting area' of the qualifying test where it resumes the route so that an element of the organization can confirm the state of operation of the transponder.

### 3.2 The crew resumes participation at the departure of the next section of the same leg

A crew that does not complete one or more classification tests in section 2, 4, 5, 7, 8 and 9 may resume the rally at the beginning of the immediately following section if it is present at the arrival control of the section in which it has given up until the closing time of the respective time control. Crews in these conditions will go to the next section, like the other teams, in order of presentation in the time-to-finish check of the previous section.

### 13.3 The crew resumes participation at the start of the next leg

A crew that does not complete a stage may resume the rally at the beginning of the next leg under the conditions described in Art. 22 of the Regulation.

## 14. GPS

In view of the safety of competitors, an autonomous GPS device – “Tracking System” will be mounted on each vehicle, which allows the Test Organization to permanently locate competitors. This equipment is autonomous, not requiring any prior installation, will be mounted on the dashboard of the vehicle using "Velcro tape". Another "back up" equipment will be mounted, also using "Velcro tape", on the left side rear window.

These equipments will be placed in the respective locations by the technicians of the “STELLA”, during the scrutineers at the Autodromo do Estoril.

The registration, by GPS system, of speeding within the locations, the team will be penalized. (art. 11.7.4)

## 15. Service / Flexi-Service

In accordance with Article 24.1 of the Regulation, any assistance action less than 100 meters from the exit and or entrance of the Park Fermé is prohibited.

For more information on this subject, see Article 24.3 of the Rally Regulations.

Note: At the end of the 1st Leg and the 3rd Leg/section 6, the period for assistance is included in the time granted for the last time control of the stage.

## 16. Service Road book

The organization will provide each team with a Road-Rook Assistance with an indication of:

- recommended service locations (with GPS coordinate indication) (Appendix VIII)
- scheduled time for the passage of the 1st competitor in each of these locations. (appendix VIII)
- Itineraries to follow between consecutive service locations
- Alternative itineraries for access to lunch venues
- comprehensive map with the route advised by assistance

This Road Book will be made available to each crew during the administrative check.

## 17. Motorways with tolls

In the itinerary of the rally are used motorway liaison equipped with virtual tolls, which implies the use in vehicles of an electronic equipment of the type "Via Verde" that allows the identification of the place and time of use of the infrastructure through the establishment of a connection with the antenna installed on the track.

For those who may be interested, the ACP offers the competitors a "Package" that includes the identifier for the car and cost of tolls.

This Package has a fixed cost of:

- Class 1 60 euros
- Class 2 120 euros

and is available from the secretariat.

The installation of this equipment and the toll payment of the motorway liaisons used are the sole responsibility of competitors.

## 18. Assistance on the road of the Automóvel Club de Portugal.

In the event of a breakdown or accident of a participating vehicle during the Rally de Portugal Histórico and during a classification test, organization will make every effort towards the transport of the concerned vehicle for the village or to the nearest national road, using technical and human means. This assistance service will be under the responsibility of the competing team and will be free of charge for the participant.

From the point of unloading, if the team wishes to transport their vehicle to the end of the stage or to Estoril, you can, if you so choose, use the services of the companies on the list of "service providers"

(Appendix XI). This transport should be requested directly over the phone and paid directly, in cash, to the service provider at the time of loading the vehicle.

The Automobile Club of Portugal and the organization of the Rally de Portugal Histórico decline all responsibility for any anomalies related to these services.

## 19. Trailer parking

Trailer parking is not allowed in the car parks of the Palácio Hotel in Estoril between 1 and 9 October 2022.

A check will be installed at the entrance to the hotel parks to prevent trailers from entering.

During the period - from 1 October to 4 October 2022 - a trailer parking park is provided at the Autódromo do Estoril.

This Park will operate at the following schedule: from 09h00 to 21h00  
For further access, please contact the Secretariat.

## Other information:

On the 8th of October at 13h00, at the Estoril Circuit, with invitations to the rally competitors, there will be the lunch of awards, in the VIP tent at the Estoril Circuit.

Due to the forest fires that have recently occurred in some areas where the Portugal de Rally Histórico 2022 will pass, we draw attention to a possible increase in traffic of wooden transport vehicles.

A Direcção de Prova

Appendix I – Plan of the Scrutineering  
Appendix II – Example of Road Book page.  
Appendix III – Example of timecard  
Appendix IV – Average speed on the Liaison  
Appendix V – Average Imposed on PRA's  
Appendix VI– Plan of SS5 (PRS em Circuit)  
Appendix VII– Plan of SS22 (PRS em Circuit)  
Appendix VIII – Assistance zones  
Appendix IX – Advertising placing  
Appendix X – Control Map  
Appendix XI – Towing – Service providers