

Information #1 to Competitors

Date: 19 September 2024

Pags: 9

Attachments: 9

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

3 periods are foreseen for carrying out the administrative verification:

Period 1 and 2 (highly recommended)

September 23, 2024 - from 3:30 pm to 9:00 pm

Period 3 (only in case of force majeure)

September 24, 2024, from 08:00 to 08:45

At the **Hotel Vila Galé Sintra**, in Sintra –,
Rua da Fonte da Granja, 30 – 2710 - 652 SINTRA
GPS: N 38° 49' 49.711" W 9° 23' 56.437"

See the detailed schedule in Bulletin No. 1

After the administrative verification, the team will receive, among other materials and documents, a control letter to be used in the installed controls:

- At the entrance to the technical inspection park
- When entering the departure park

3 Scrutineerings

At the Hotel Vila Galé Sintra, in Sintra
Rua da Fonte da Granja, 30 – 2710 - 652 SINTRA
GPS: N 38° 49' 49.711" W 9° 23' 56.437"

According to the schedule provided for in Art.2 and 8.2 of the RP, on September 24, 2024,

between 08:30 am and 11:00 am.

Please see 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 passed the Technical Check must wait in a Park at the Vila Galé Hotel, and must then enter the Start Park located in Magoito, in Sintra, between 12:00 and 12:30, and can be driven to the location by a representative of the competitor (the time card delivered during the administrative check must accompany the vehicle, being definitively delivered at the entrance control at the Departure Park). The list of participants, the order and starting time of the teams will be posted on the Official Digital Board – Sportity - (place and time indicated in the event program).

The start of the rally (as well as the start of any stage or section) will be considered to have occurred at the scheduled time, even in the event of a team delay.

5. Measuring distances

The route was carefully measured using Terratrip equipment, using exclusively the asphalt strip with trajectories that favor the rightmost area of the road. In the case of roads with 2 distinct lanes, the right lane was exclusively used.

In the Road Book, distances are normally presented with:

- Connection paths: 2 decimal places
- Classification tests: 2 decimal places, unless the average is changed (three decimal places).

Example of a Road Book page (appendix III)

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

6 Control Chart

Teams are prohibited from making any inscription on the control card.

Attached copy (appendix IV)

7 Time Controls (TC)

7.1 According to the control map, the following hourly controls (TC) are expected to be assembled: (see Bulletin no. 1)

Start and finish of Stage/Section

- Before and after each SRS in circuit
- Before and after Flexi-Assistance
- On liaisons.

7.2 In any time control, the control time corresponds to the moment when, with the two team members and the vehicle in the control area and in the vicinity of the respective post, one of the team members hands over the control letter to the marshal.

7.3 To calculate the ideal time to present at a time control (TC), the team must add the time of passage at 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

☐ The ideal presentation time in TC «n»: 11H38M00S

the team will not suffer any penalty if it appears at TC «n» within 30 seconds from its ideal time, that is, between 11H38M00S and 11H38M29S.

7.4 As an exception, the team may control before its ideal time without incurring any penalty in the following time controls:

TC1B - TC2B - TC2D - TC2F - TC3D - TC3F - TC3H - TC4B - TC4I

8 Average speed in connection sectors / Refueling

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

Except in exceptional cases, in each section of the rally there is a connection (chosen based on the availability of a fueling station and ease of access for assistance) in which an additional time of 10 minutes is allowed. and on the Control Map and Road Book, as «Pause / Service».

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

9 Police on the rally route

Please remember that the entire rally, including the classification events, is held on roads open to normal traffic, except in classification events with average speeds above 50 km/h, which

will be closed to normal traffic, and teams must adopt all precautions inherent to this fact.

The presence of police officers at some intersections, except for classification sectors with average speeds above 50 km/h, does not mean that the road used for the race is closed to traffic!

10 Absolute Regularity Sectors (SRA)

10.1 SRA Starts

The ideal starting time for each SRA will be calculated by the team based on the indications on the control chart (pass time in the previous time control + time allowed to start the test in question)

Example:

- ☑ Transit time at TC «n»: 2:10:30 p.m.
- ☑ Start time of SS «X»:TC «n» + 01H10M
- ☑ Ideal departure time for SS «X»: 15H20M30S

Each team is responsible for starting the race at the correct time.

10.2 SRA starting zone

Approximately 30 to 100 meters before the departure of each SRA, an information sign (SS-Pre-Start) will be placed. The space between this plate and the beginning of the SRA is considered the “start zone”.

The entry of a vehicle into the departure zone of an SRA is only permitted in the 60 seconds prior to its departure.

The team must immobilize the vehicle immediately before the start of the “start zone” to allow a marshal to check the charge status of the transponder battery.

10.3 Average imposed in the SRA

As a rule, the average speed imposed in different SRAs is between 50 and 60 km/h. For safety reasons, at some urban intersections the average speed imposed is lower.

The averages imposed in each SRA are indicated in Appendix 5.

The exact locations of the average variation are clearly marked in the Road Book and, whenever possible, indicated on the ground through informative signage.

In case of discrepancy between the various information on this matter (appendix 5, Road Book, information on the road) the information contained in the Road Book must be considered valid.

In controls installed in the first 500 meters of any SRA and in areas with an average speed of less than 40 km/h, only penalties for advancing will be considered.

11 Sector Regularity Tests (SRS)

11.1 Helmets

Remember that both team members must wear protective helmets in the SRS.

In:

SS21 (Lousada Circuit) – Annex V

SS37 (Leiria Road Circuit) – Annex VI

the use of a helmet is mandatory from the moment the vehicle leaves the waiting area after TC3B and TC4D.

11.2 In-circuit SRS reconnaissance

There will be no reconnaissance on any of the SRS in circuit (SS21/SS37).

11.3 SRS chicanes in circuit

The SRS timing points on the circuit (end of sector) will be preceded by a chicane. If any of the elements of a chicane are knocked down, article 21.3.6 of the regulations will apply.

11.4 SRS reconnaissance on the road

Teams will have the opportunity to carry out a reconnaissance tour of each SRS on the road, during which the use of protective helmets by team members is not mandatory.

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

11.5 Starting the SRS on the road

The ideal starting time for each SRS on the road will be calculated by the team based on the indications on the control chart (time of passing the previous TC + time allowed to start the test in question).

Example:

☐ Time of passage at the previous TC «n»: 14H10M30S

☐ SS «X» start time: TC «n» + 01H10M

☐ Ideal departure time for SS «X»: 15H20M30S

Each team is responsible for starting the race at the correct time.

The team will not suffer any penalty in the start control if it starts the SRS on the road at the theoretical start time or within the subsequent 5 seconds (example: a team whose theoretical start time of an SRS is 15H20M30S will be able to start its race without any penalty between 3:20:30 PM and 3:20:35 PM).

1.6 Road SRS departure zone

Approximately 30 to 100 meters before the exit of an SRS on the road, an information sign (SS – Pre-Start) will be placed. The space between this sign and the start of the SRS on the road is considered the “start zone”.

The entry of a vehicle into the starting zone of a roadside SRS is only permitted in the 60 seconds prior to its departure.

The team must immobilize the vehicle immediately before the start of the “start zone” to allow a marshal to check the charge status of the transponder battery.

12 Interruption of a classification sector

It is recommended to read article 19.4 of the regulations regarding the procedures to be adopted in the event of temporary or permanent interruption of a classification sector.

If the marshal writes a neutralization time on the control chart (see example – Annex 4), this must be considered in the calculation:

- from the start of all subsequent classification tests until the next time control,
- the presentation time at the next time control.

13 Interruption of participation in the test

13.1 The team resumes participation in the same section

If a team does not complete one or more classification races in a given section, it may still resume the route of the same section at the start of a subsequent classification race, respecting the scheduled start time for that purpose.

In this case, the team must stop the vehicle in the “start zone” of the qualifying race where it resumes the route so that a member of the organization can confirm the transponder's operating status.

13.2 The team resumes participation at the start of the next section of the same stage

A team that does not complete one or more classification races in sections 2, 4, 5, 7, 8 and 9 may resume the race at the beginning of the immediately following section, if they present themselves at the arrival control of the section in which they left until the closing time of the respective time control. Teams in these conditions will move on to the next phase, as will the other teams, in order of presentation of the teams at the end of the last regularity sector of the previous section, in which they participated.

13.3 The team resumes participation at the beginning of the next stage

A team that does not complete a stage may resume the race at the beginning of the next stage under the conditions described in article 22 of the Regulations.

14 GPS

In view of the safety of competitors, an autonomous GPS device – “Tracking System” – will be installed in each vehicle, which allows the Race Organization to permanently locate competitors.

This equipment is autonomous, not requiring any prior installation, it will be mounted on the vehicle's dashboard using “Velcro tape”. Another “back up” equipment will be mounted, also with “Velcro tape”, on the left rear window.

This equipment will be placed in its respective locations by technicians from the company “ANUBE”, during technical checks at Vila Galé Hotel in Sintra.

If the GPS system registers excessive speed within the locations, the team will be penalized. (article 11.7.4)

15 Assistance / Flexi-Assistance

In accordance with article 24.1 of the regulations, any assistance action less than 100 meters from the exit and/or entrance of the Parc Fermé is prohibited.

For more information on this subject, see article 24.3 of the supplementary regulations.

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

16 Accesses to Assistance

The organization will publish links on Sportity with the location and indication of possible itineraries to the different assistance locations indicated on the assistance map (appendix VIII)

The assistance map shows:

- recommended assistance locations (with indication of GPS coordinates) (Annex VIII)
- estimated time for the 1st competitor to pass through each of these locations. (Annex VIII)
- Alternative itineraries to access lunch locations
- global map with the recommended route for participants

17 Toll motorways

Motorway sectors equipped with virtual tolls are used along the race route, which involves the use of electronic equipment in vehicles such as “Via Verde” or similar, which allows the identification of the location and time of use of the infrastructure by establishing a connection with the antenna installed on the road.

We inform you that on the day of the Administrative Controls there is a counter to rent the device to be used on the Via Verde corridors, on all our roads.

The amount to be paid for using this service will be:

| | |
|-----------|------|
| ☑ Class 1 | €70 |
| ☑ Class 2 | €140 |

The device must be returned at the end of the test, to the secretariat.

The installation of this equipment and the payment of tolls on the sections of motorway used are the sole responsibility of the competitors.

18 Roadside assistance from the Automóvel Club de Portugal.

In the event of a breakdown or accident of a participating vehicle during the Rally Portugal Histórico and, in particular, during a classification sector, the organization will make every effort to transport the vehicle in question to the nearest locality or national road, using technical and human resources for this purpose.

This assistance service will be carried out under the responsibility of the competing team and will be free of charge for the participant.

From the unloading point, if the team wishes to transport their vehicle to the end of the stage or to Lisbon, they can, if they wish, use the services of the companies on the list of service providers (see Sportity).

This transport, which must be requested directly by telephone and paid directly to the service provider, in cash, at the time of loading the vehicle and if they require an invoice, they must request it at the time of performing the service (to provide the necessary elements for later invoice issuance):

The amounts to be charged are:

- Exit fee = €47.00 euros + VAT
- Km charged = €1.10 + VAT

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

19 RV Parking

From the 23rd to the 30th of September 2024 - a parking lot for trailers is planned at the Hotel Vila Galé Sintra.

This park will be open throughout the period with the following opening hours: from 9:00 am to 6:00 pm.

Other information:

On September 28th, at 1:00 pm, an awards lunch will take place at the Hotel Vila Galé Sintra, in Sintra.

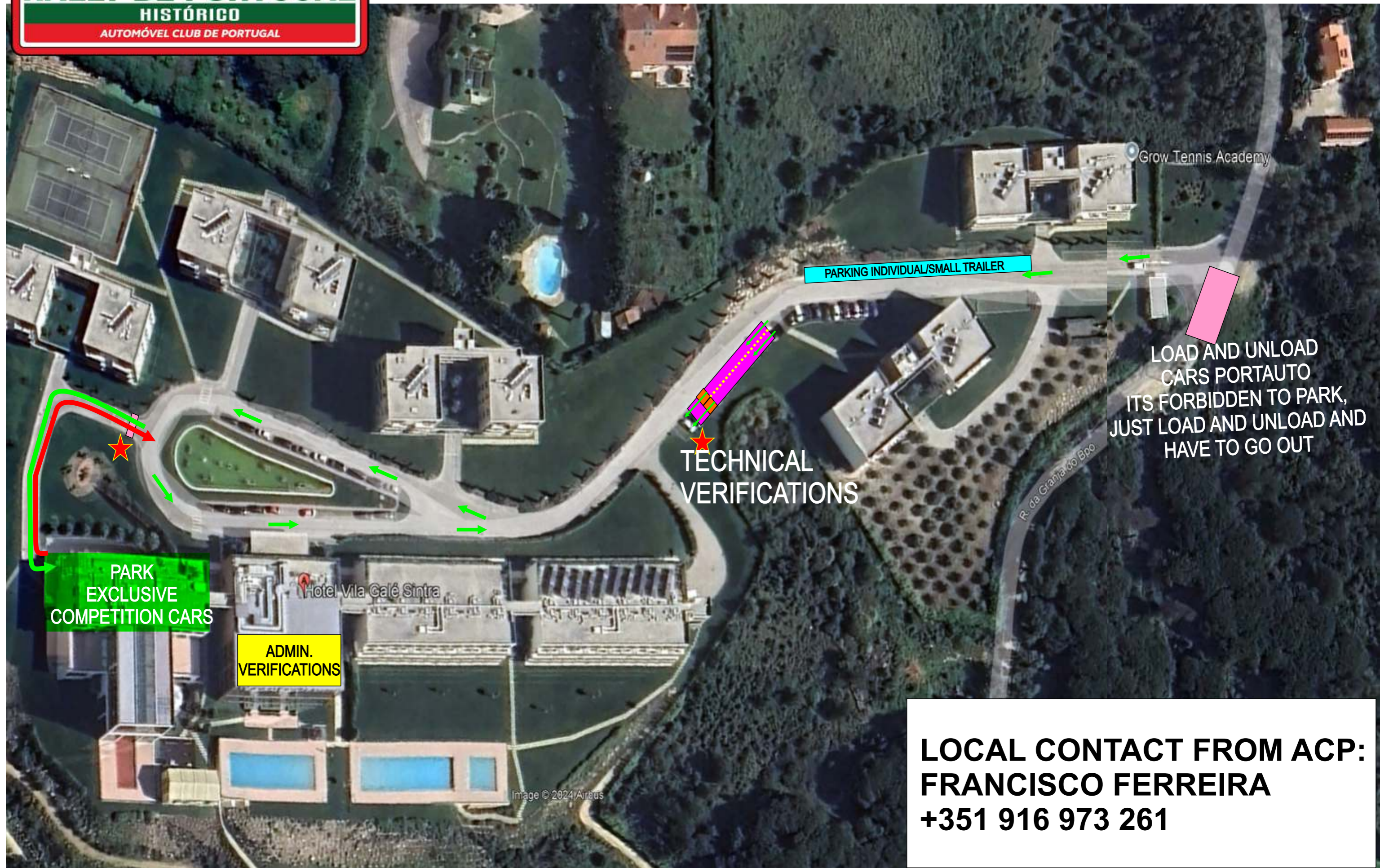
Due to forest fires that recently occurred in some areas where the Rally Portugal Historic 2024 will pass, we draw attention to a possible increase in traffic of vehicles transporting wood.

The Clerc of the Course

- Appendix I – Layout do Hotel Sintra
- Appendix II – Departure of the Rally - Magoito
- Appendix III – Example of Road Book page
- Appendix IV – Example of timecard
- Appendix V – Imposed averages SRA
- Appendix VI – Scheme SS21 (SRS Circuit)
- Appendix VII – Scheme SS37 (SRS Circuit)
- Appendix VIII - Assistance areas
- Appendix IX – Advertising placement



RPH 2024 - layout parking areas - HOTEL VILA GALÉ - SINTRA



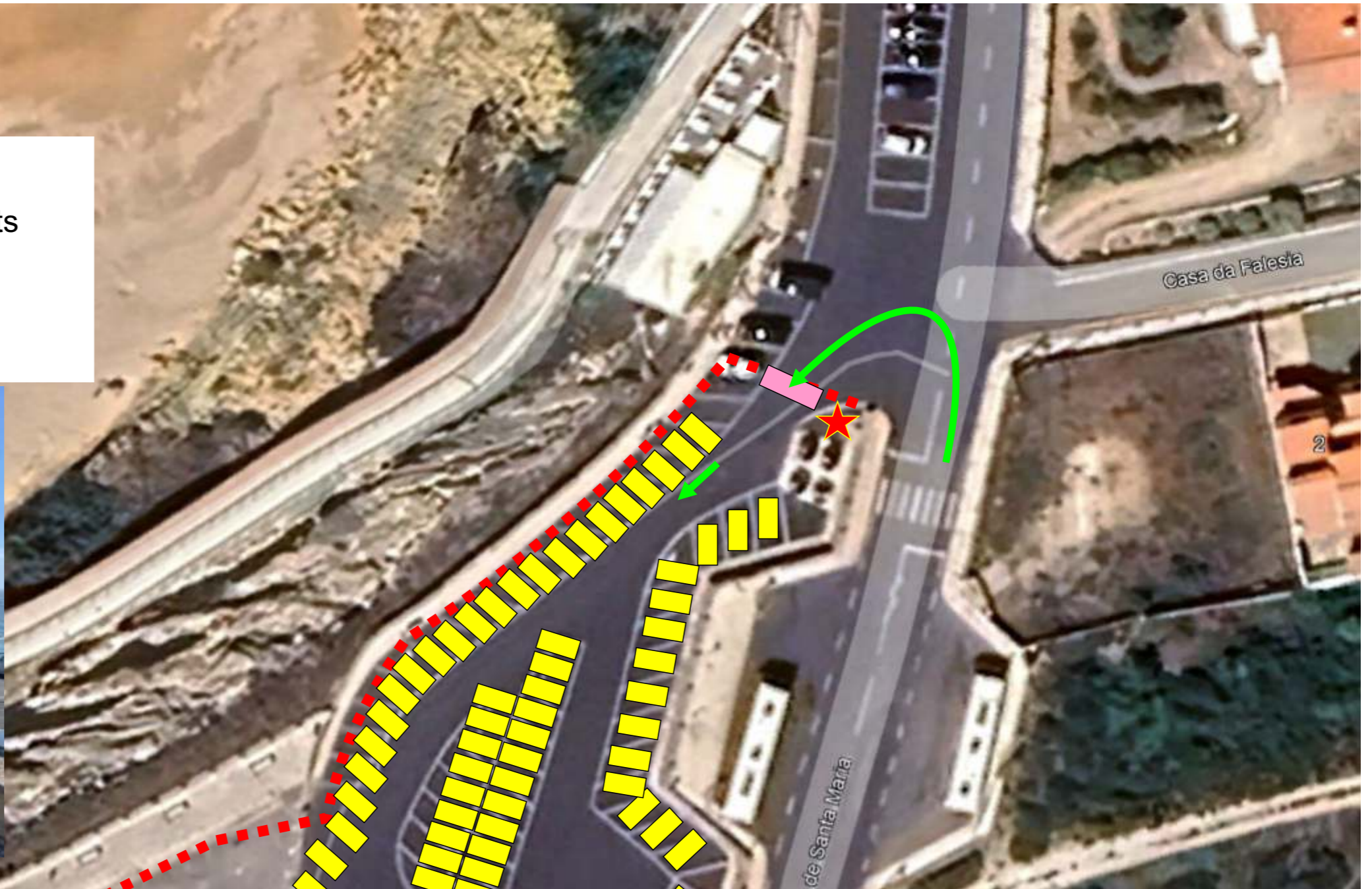
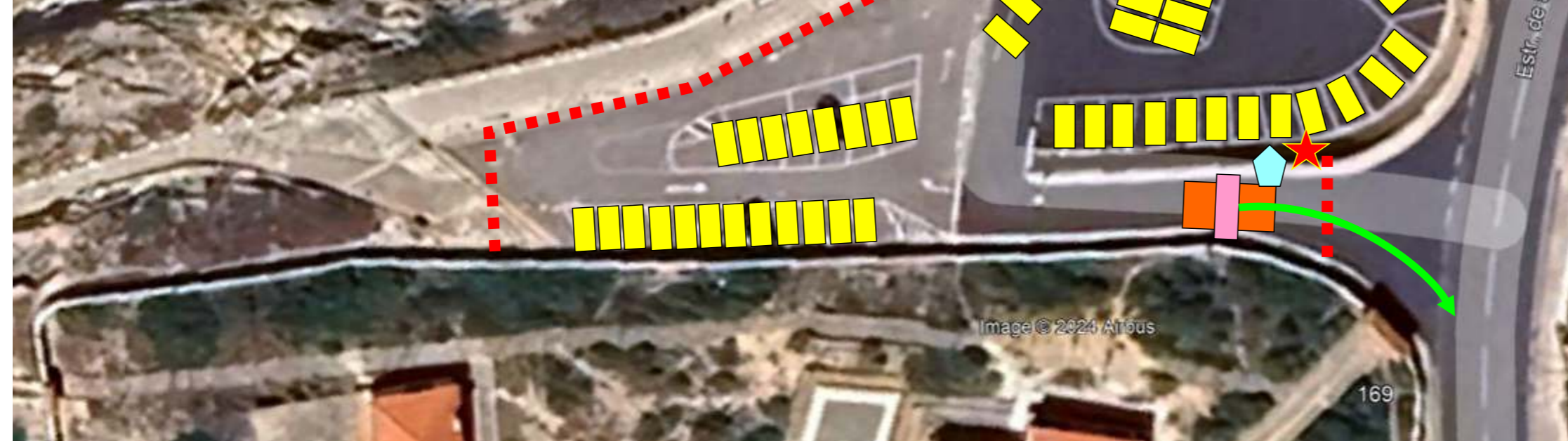


RPH 2024 - CERIMÓNIA DE PARTIDA SINTRA - PRAIA MAGOITO - 90 lugares

..... Grades baixas 2 x 1 a fechar completamente o perímetro - 150 mts

★ ficha energia trifásica 16 amp

◡ sistema de som de apoio à partida



PÁGINA TIPO - PAGE STANDARD PAGE STANDARD - PAGINA TIPO

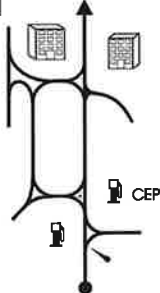



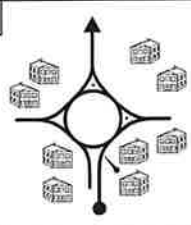
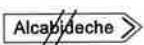

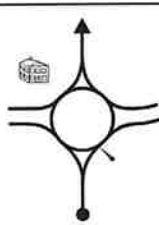

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Información
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Distancia de la Sección

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Distancia total

Distância parcial
Partial distance
Distance partielle
Distancia parcial

Distância Parcial
Partial Distance
Distance Partielle
Distancia Parcial

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Distance Countdown
Distance Régressif
Distancia Regressiva

| Página | | Etapa | | Secção | | Direcção | | Informação | | Distância | |
|-----------|------|------------------------|--|---|--|---|--|------------|--|-----------|--|
| 10 | | 1 | | 1 | | Estoril - Tomar | | | | 210,25 km | |
| | | CH | | → | | Prova de Classificação - 2 | | | | 160,29 km | |
| | | "Autódromo do Estoril" | | | | "Tomar" | | | | | |
| Distância | | Direcção | | Informação | | Distância | | | | | |
| Total | Par. | | | | | | | | | | |
| 1,08 | 0,33 | 5 | |  | | EN 6-8   | | | | 159,21 | |
| 1,43 | 0,35 | 6 | |  | | | | | | 158,86 | |
| 1,65 | 0,22 | 7 | |  | |   | | | | 158,64 | |
| 1,88 | 0,23 | 8 | |  | | | | | | 158,41 | |
| 3,44 | 1,56 | 9 | |  | | EN 6-8 | | | | 156,85 | |



CARTA DE CONTROLO

CARNET DE CONTROLE

LEG 2 - Secção / Section 3

| |
|----|
| Nº |
|----|

| Controlo | | | Entre controlos | | Hora de apresentação | Visto |
|----------|----|-------------|-----------------|-------|----------------------|-------|
| Tipo | Nº | Localização | Distância | Tempo | | |

| | | | | | | |
|----|----|---------------------|---|---|--|--|
| TC | 2C | Barragem da Agueira | - | - | | |
|----|----|---------------------|---|---|--|--|

| SS 12 Caramulo (SRA) | |
|----------------------------------|--------------|
| Extensão / Longueur (km): | 26,742 |
| Hora de início / Heure de départ | TC2C + 00:30 |

| |
|--------------------------------------|
| Atraso à partida Retard au départ |
| (1) |

| SS 13 Vouzela (SRA 60) | |
|----------------------------------|--------------|
| Extensão / Longueur (km): | 17,998 |
| Hora de início / Heure de départ | TC2C + 01:25 |

| |
|--------------------------------------|
| Atraso à partida Retard au départ |
| (1) |

| SS 14 Muna (SRA) | |
|----------------------------------|--------------|
| Extensão / Longueur (km): | 11,850 |
| Hora de início / Heure de départ | TC2C + 02:15 |

| |
|--------------------------------------|
| Atraso à partida Retard au départ |
| (1) |

| SS 15 Préstimo (SRA 60) | |
|----------------------------------|--------------|
| Extensão / Longueur (km): | 17:441 |
| Hora de início / Heure de départ | TC2C + 02:50 |

| |
|--------------------------------------|
| Atraso à partida Retard au départ |
| (1) |

| | | | | | | |
|----|----|---------------------|------|--------------|--|--|
| TC | 2D | Cir. Sever do Vouga | 9,51 | TC2C + 03:25 | | |
|----|----|---------------------|------|--------------|--|--|

| SS 16 Circuito Sever do Vouga (SRS Circ.) | |
|---|-------|
| Extensão / Longueur (km): | 2,643 |
| Hora de início / Heure de départ | |

| |
|--------------------------------------|
| Atraso à partida Retard au départ |
| (1) |

| | | | | | | |
|----|----|---------------------|---|---|--|--|
| TC | 2E | Cir. Sever do Vouga | - | - | | |
|----|----|---------------------|---|---|--|--|

| | | | | | | |
|----|----|-------|-------|--------------|--|--|
| TC | 2F | Viseu | 48,62 | TC2E + 00:55 | | |
|----|----|-------|-------|--------------|--|--|

(1) Reservado ao Chefe de Troço / Reservé au responsable de l'épreuve / Reserved to the stage manager

| SS | MÉDIAS IMPOSTAS MOYENNES IMPOSÉS | | RPH | TROFÉU |
|----|----------------------------------|------------|-----|--------|
| | Do / Du Km | Ao / Au Km | | |
| 1 | 0,000 | 3,095 | 50 | 50 |
| | 3,095 | 3,906 | 30 | 30 |
| | 3,906 | 5,481 | 50 | 50 |
| | 5,481 | 5,796 | 30 | 30 |
| | 5,796 | 7,628 | 50 | 50 |
| | 7,628 | 8,952 | 40 | 40 |
| | 8,952 | 11,712 | 50 | 50 |
| 2 | 0,000 | 9,129 | 50 | 50 |
| 3 | 0,000 | 2,804 | 60 | 50 |
| | 2,804 | 3,364 | 50 | 40 |
| | 3,364 | 5,034 | 55 | 45 |
| 4 | 0,000 | 9,217 | 60 | 50 |
| 5 | 0,000 | 8,777 | 50 | 50 |
| 6 | 0,000 | 2,096 | 50 | |
| | 2,096 | 2,498 | 40 | |
| | 2,498 | 7,282 | 50 | |
| | 7,282 | 7,503 | 30 | |
| | 7,503 | 8,896 | 50 | |
| | 8,896 | 9,850 | 40 | |
| | 9,850 | 14,348 | 50 | |
| | 14,348 | 15,633 | 30 | |
| | 15,633 | 21,547 | 50 | |
| | 21,547 | 21,744 | 30 | |
| 7 | 0,000 | 4,481 | 50 | 50 |
| | 4,481 | 4,874 | 30 | 30 |
| | 4,874 | 7,874 | 50 | 50 |
| | 7,874 | 8,401 | 30 | 30 |
| | 8,401 | 11,908 | 50 | 45 |
| 8 | 0,000 | 10,633 | 60 | 50 |
| | 10,633 | 11,218 | 50 | 40 |
| | 11,218 | 15,747 | 60 | 50 |
| | 15,747 | 19,519 | 55 | 45 |
| 9 | 0,000 | 3,005 | 50 | 50 |
| | 3,005 | 3,263 | 40 | 40 |
| | 3,263 | 6,575 | 50 | 45 |
| | 6,575 | 6,928 | 30 | 30 |
| | 6,928 | 17,380 | 50 | 50 |
| | 17,380 | 17,800 | 30 | 30 |
| | 17,800 | 20,175 | 50 | 45 |

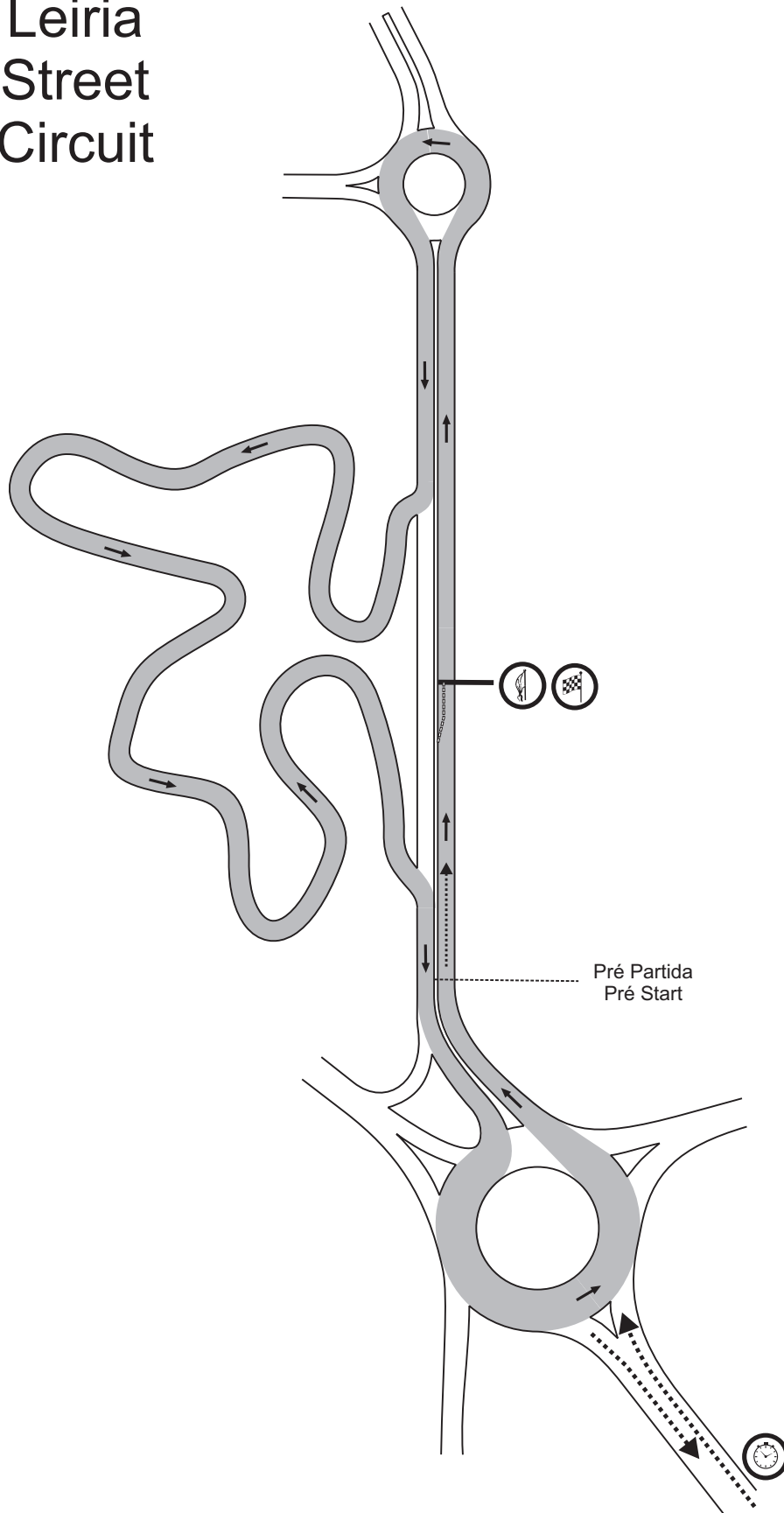
| SS | MÉDIAS IMPOSTAS MOYENNES IMPOSÉS | | RPH | TROFÉU |
|----|----------------------------------|------------|-----|--------|
| | Do / Du Km | Ao / Au Km | | |
| 10 | 0,000 | 6,031 | 60 | 50 |
| | 6,031 | 6,358 | 40 | 40 |
| | 6,358 | 7,414 | 60 | 50 |
| | 7,414 | 9,426 | 55 | 45 |
| | 9,426 | 17,878 | 60 | 50 |
| | 17,878 | 18,224 | 50 | 45 |
| | 18,224 | 23,985 | 60 | 50 |
| | 23,985 | 24,722 | 50 | 50 |
| | 24,722 | 25,303 | 30 | 30 |
| 11 | 25,303 | 39,874 | 60 | 50 |
| | 0,000 | 1,881 | 40 | 40 |
| 12 | P R S | | | |
| 13 | 0,000 | 1,676 | 50 | 50 |
| | 1,676 | 2,175 | 40 | 40 |
| | 2,175 | 6,881 | 50 | 50 |
| | 6,881 | 7,467 | 30 | 30 |
| | 7,467 | 13,771 | 50 | 50 |
| | 13,771 | 14,081 | 40 | 40 |
| 14 | 14,081 | 17,262 | 50 | 50 |
| | 0,000 | 2,186 | 50 | |
| | 2,186 | 2,407 | 40 | |
| 15 | 2,407 | 9,804 | 55 | |
| | 0,000 | 2,793 | 50 | 50 |
| | 2,793 | 3,054 | 20 | 20 |
| | 3,054 | 14,515 | 50 | 45 |
| | 14,515 | 15,191 | 40 | 40 |
| 16 | 15,191 | 18,110 | 50 | 50 |
| | 0,000 | 2,299 | 50 | 50 |
| | 2,299 | 2,922 | 40 | 40 |
| | 2,922 | 4,554 | 50 | 50 |
| | 4,554 | 4,682 | 30 | 30 |
| | 4,682 | 7,311 | 50 | 50 |
| | 7,311 | 8,213 | 40 | 40 |
| | 8,213 | 12,248 | 50 | 50 |
| 17 | 0,000 | 7,272 | 60 | 50 |
| 18 | 0,000 | 10,779 | 60 | 50 |
| | 10,779 | 11,288 | 30 | 30 |
| | 11,288 | 13,500 | 60 | 50 |
| | 13,500 | 15,535 | 55 | 45 |
| 19 | 0,000 | 16,511 | 50 | 50 |

| SS | MÉDIAS IMPOSTAS MOYENNES IMPOSÉS | | RPH | TROFÉU |
|--------|----------------------------------|------------|-----------|--------|
| | Do / Du Km | Ao / Au Km | Km/h | Km/h |
| 20 | 0,000 | 2,368 | 60 | 50 |
| | 2,368 | 2,966 | 30 | 30 |
| | 2,966 | 6,534 | 55 | 45 |
| | 6,534 | 7,013 | 30 | 30 |
| | 7,013 | 10,385 | 55 | 45 |
| | 10,385 | 18,706 | 60 | 50 |
| 21 | 0,000 | 2,271 | PRS Circ. | |
| 22 | 0,000 | 4,396 | 50 | 45 |
| | 4,396 | 9,275 | 40 | 40 |
| | 9,275 | 13,530 | 50 | 50 |
| | 13,530 | 14,172 | 30 | 30 |
| | 14,172 | 15,597 | 50 | 50 |
| | 15,597 | 15,886 | 30 | 30 |
| | 15,886 | 17,204 | 50 | 50 |
| | 17,204 | 17,701 | 30 | 30 |
| | 17,701 | 18,202 | 50 | 50 |
| | 18,202 | 20,139 | 40 | 40 |
| | 20,139 | 21,584 | 50 | 50 |
| | 21,584 | 22,693 | 40 | 40 |
| 22,693 | 26,592 | 50 | 45 | |
| 23 | 0,000 | 4,234 | 50 | 50 |
| | 4,234 | 4,651 | 20 | 20 |
| | 4,651 | 19,469 | 50 | 45 |
| 24 | 0,000 | 10,885 | 60 | 50 |
| | 10,885 | 12,930 | 55 | 45 |
| | 12,930 | 13,824 | 60 | 50 |
| | 13,824 | 19,066 | 55 | 50 |
| 25 | 0,000 | 0,260 | 20 | 20 |
| | 0,260 | 7,447 | 50 | 45 |
| | 7,447 | 7,811 | 30 | 30 |
| | 7,811 | 12,582 | 50 | 50 |
| | 12,582 | 13,034 | 20 | 20 |
| | 13,034 | 14,234 | 50 | 45 |
| | 14,234 | 14,400 | 30 | 30 |
| 14,400 | 16,488 | 50 | 50 | |
| 26 | 0,000 | 4,225 | 55 | 50 |
| | 4,225 | 4,352 | 20 | 20 |
| | 4,352 | 9,664 | 55 | 50 |
| 27 | 0,000 | 1,149 | 40 | 40 |
| 28 | 0,000 | 1,149 | PRS Estr | |

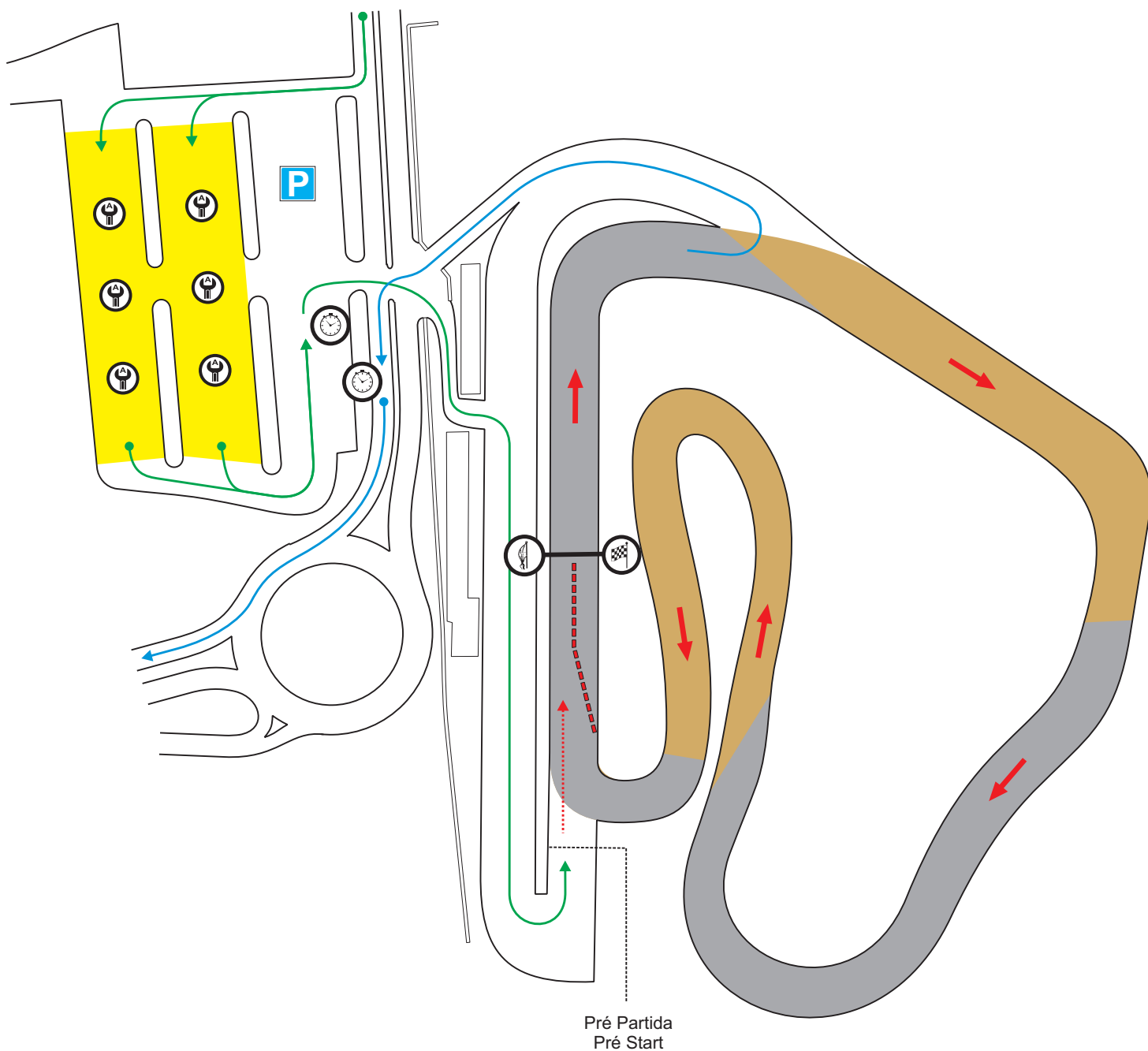
| SS | MÉDIAS IMPOSTAS MOYENNES IMPOSÉS | | RPH | TROFÉU |
|--------|----------------------------------|------------|------|--------|
| | Do / Du Km | Ao / Au Km | Km/h | Km/h |
| 29 | 0,000 | 5,360 | 60 | 50 |
| | 5,360 | 5,764 | 50 | 45 |
| | 5,764 | 6,068 | 20 | 20 |
| | 6,068 | 8,274 | 50 | 45 |
| | 8,274 | 8,935 | 30 | 30 |
| | 8,935 | 10,662 | 55 | 50 |
| | 10,662 | 11,924 | 50 | 40 |
| | 11,924 | 16,069 | 60 | 50 |
| 16,069 | 18,188 | 55 | 45 | |
| 30 | 0,000 | 2,117 | 50 | 50 |
| | 2,117 | 2,413 | 20 | 20 |
| | 2,413 | 6,942 | 50 | 50 |
| | 6,942 | 7,294 | 20 | 20 |
| | 7,294 | 9,618 | 50 | 50 |
| | 9,618 | 9,818 | 30 | 30 |
| | 9,818 | 15,935 | 50 | 50 |
| | 15,935 | 16,168 | 30 | 30 |
| | 16,168 | 18,868 | 50 | 50 |
| | 18,868 | | | |
| 31 | 0,000 | 5,558 | 55 | 45 |
| | 5,558 | 6,074 | 30 | 30 |
| | 6,074 | 13,142 | 60 | 50 |
| 13,142 | 17,675 | 55 | 50 | |
| 32 | 0,000 | 6,787 | 50 | 50 |
| | 6,787 | 7,046 | 30 | 30 |
| | 7,046 | 9,358 | 50 | 50 |
| | 9,358 | 9,781 | 30 | 30 |
| | 9,781 | 27,197 | 50 | 50 |
| | 27,197 | 27,434 | 30 | 30 |
| | 27,434 | 28,23 | 50 | 50 |
| | 28,230 | 28,499 | 30 | 30 |
| 28,499 | 33,838 | 50 | 50 | |
| 33 | 0,000 | 2,744 | 50 | |
| | 2,744 | 3,672 | 30 | |
| | 3,672 | 12,083 | 50 | |
| | 12,083 | 12,831 | 30 | |
| | 12,831 | 15,725 | 50 | |
| | 15,725 | 15,989 | 40 | |
| | 15,989 | 21,262 | 50 | |
| | 21,262 | 21,534 | 30 | |
| | 21,534 | 23,971 | 50 | |
| | 23,971 | 24,385 | 30 | |
| 24,385 | 26,276 | 50 | | |

| SS | MÉDIAS IMPOSTAS MOYENNES IMPOSÉS | | RPH | TROFÉU |
|----|-------------------------------------|------------|------|--------|
| | Do / Du Km | Ao / Au Km | Km/h | Km/h |
| 34 | 0,000 | 5,908 | 60 | 50 |
| | 5,908 | 13,481 | 55 | 50 |
| 35 | 0,000 | 0,654 | 50 | 50 |
| | 0,654 | 0,951 | 20 | 20 |
| | 0,951 | 6,684 | 50 | 50 |
| | 6,684 | 7,062 | 40 | 40 |
| | 7,062 | 16,313 | 50 | 50 |
| 36 | 0,000 | 3,146 | 55 | 50 |
| | 3,146 | 3,622 | 40 | 40 |
| | 3,622 | 10,536 | 60 | 50 |
| | 10,536 | 11,183 | 40 | 40 |
| | 11,183 | 14,583 | 60 | 50 |
| 37 | PRS Circ | | | |
| 38 | 0,000 | 14,148 | 50 | 50 |
| 39 | 0,000 | 4,759 | 60 | 50 |
| 40 | 0,000 | 10,194 | 60 | 50 |
| | 10,194 | 12,039 | 50 | 45 |
| 41 | 0,000 | 4,719 | 60 | 50 |
| 42 | 0,000 | 10,194 | 60 | 50 |
| | 10,194 | 12,039 | 50 | 45 |

Leiria Street Circuit



SS 21 - Circuito de Lousada



| RALLY DE PORTUGAL HISTÓRICO 2024 - Zonas de assistência recomendadas / Points d'assistance conseillés | | | | | | | | | | | | |
|---|--------|---------|--|---------|--------------|-------------|--------|--------|--------|-----------|----------|-------------|
| Etapa | Secção | Service | Local | P/A (1) | Latitude | Longitude | Pág RB | Ref RB | SS (2) | km sector | km Etapa | 1º conc (3) |
| 0 | 0 | 0 | Praia do Magoito (Parque Partida) | | 38° 51.895'N | 9° 26.916'W | | | 0 | 0,00 | 0,00 | |
| 1 | 1 | 1 | A8 - Área de Serviço de Nazaré (GALP) | P/A | 39° 37.124'N | 8° 59.587'W | 26 | 22 | 3 | 79,34 | 154,65 | 16:30 |
| | | 2 | Figueira da Foz / Av. D. João II | 30m | 40° 10.481'N | 8° 53.709'W | 42 | 22/23 | 2 | 13,78 | 275,23 | 18:55 |
| 2 | 2 | 3 | Pedrogão Grande (Recinto da Feira) | P/A | 39° 55.059'N | 8° 08.894'W | 26 | 28 | 2 | 26,80 | 118,23 | 09:25 |
| | | 4 | N112 km 5,8 | | 40° 06.633'N | 8° 01.866'W | 25 | 16 | 4 | 16,22 | 193,57 | 11:26 |
| | 3 | 5 | N230 - Vide | P/A | 40° 18.142'N | 7° 47.451'W | 22/23 | 22/25 | 6 | 18,24 | 360,21 | 17:20 |
| | | 6 | Viseu - Hotel Montebello (proximidade) | Flexi | 40° 39.291'N | 7° 55.556'W | | | 2 | 54,64 | 443,10 | 22:30/23:30 |
| 3 | 4 | 7 | Lousada - Eurocircuito - Paddock | P/A | 41° 15.993'N | 8° 17.507'W | 30 | 55 | 3 | 61,87 | 144,82 | 10:45 |
| | | 8 | Campeã - N304 (ALVES BANDEIRA) | P/A | 41° 16.897'N | 7° 51.087'W | 18 | 17/19 | 4 | 33,65 | 295,26 | 16:45 |
| | 5 | 9 | Lamego - Recinto da Feira | | 41° 05.699'N | 7° 48.656'W | 37 | 28 | 2 | 26,03 | 402,77 | 18:35 |
| | | 10 | Viseu - Hotel Montebello (proximidade) | 60m | 40° 39.291'N | 7° 55.556'W | 12 | 38/39 | 2 | 65,11 | 569,87 | 21:45 |
| 4 | 7 | 11 | EN333 - Talhadas (prox.) (Posto Abast. PRIO) | P/A | 40° 39.540'N | 8° 19.837'W | 18 | 20 | 2 | 17,09 | 84,13 | 09:40 |
| | | 12 | A13 - Área de Serviço de Alvaiázere (PRIO) | P/A | 39° 52.850'N | 8° 20.586'W | 20 | 38 | 5 | 44,36 | 348,97 | 16:40 |
| | 10 | 13 | A16 - Área de Serviço de Sintra (PRIO) | P/A | 38° 47.661'N | 9° 21.593'W | 13 | 29 | 3 | 91,25 | 634,95 | 23:30 |
| | | 14 | A16 - Área de Serviço de Sintra (PRIO) | P/A | 38° 47.661'N | 9° 21.593'W | 3 | 14 | 2 | 4,29 | 669,01 | 00:50 |

(1) - Pausa/Assistência - Pause/Assistance

(2) - Provas de classificação realizadas desde a zona de assistência anterior - Épreuves de classement réalisées depuis la dernière zone d'assistance

(3) - Horário teórico; é previsível uma chegada antecipada dos concorrentes - Horaire théorique; normalement les concurrentes devraient arriver un peu plus tôt



Decoração Viaturas Competição

