

## Information #1 to competitors

Date: 29 September 2023

Pags: 8

Attachments: 12

### 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)**

ACP – Head Quarters - October 2, 2023, from 15h30 to 21H00

Rua Rosa Araújo, 24 – 1250-195 LISBOA

*View detailed time in Bulletin 2*

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

At Estufa Fria, close to the scrutineering area - October 3, 2023, 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 Parque Eduardo VII (see attached - Appendix I)

According to the time provided in Art.2 pr, between 08h30 and 11:00

*View detailed time in Bulletin 2*

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 Parque Eduardo VII, between 11:00 and 11:30, 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 – Sportity - (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 XI) the following time checks (TC) are provided for:

1. Departure and arrival of Legs and Sections
2. Before the after each SRS 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
- TC2F
- TC2H
- 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 XI) 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 (SRA)

### 10.1 Departure from SRA

The ideal start time of each SRA 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 SRA departure zone

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

The entry of a vehicle into the starting area of a SRA 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 SRA.

As a rule, the average speed imposed on the different SRA 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 SRA 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 SRA and in an average area of less than 40 km/h, only advance penalties will be considered.

## 11. Sector Regularity Tests (SRS)

### 11.1 Helmets

It is recalled that the two members of the crew should wear the helmets in the SRS.

In SS5 (Kartódromo de Leiria)  
In SS16 Circuito Sever do Vouga  
and SS21 (Circuito de Montalegre)

the use of the helmet is mandatory from the moment the vehicle leaves the waiting zone after TC1B, TC2B and TC3B.

### 11.2 Reconnaissance of SRS in circuit

There will be no reconnaissance on any of the SRS circuit (SS5 / SS16 / SS21).

### 11.3 Chicanes in SRS in circuit

The timing points of the SRS 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 SRS on the road

Crews will have the opportunity to make a reconnaissance pass for each SRS 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 SRA, carried out at an average speed of 40 km/h.

### 11.5 Departure of road SRS

The ideal start time of each SRS 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 SRS

About 30 to 100 meters before the departure of a SRS 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 SRS 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 “ANUBE”, during the scrutineers at the Parque Eduardo VII.

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 IX)
- scheduled time for the passage of the 1st competitor in each of these locations. (appendix IX)
- 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 70 euros
- Class 2 140 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 Lisboa, you can, if you so choose, use the services of the companies on the list of "service providers" (Appendix XII).

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 and in the case you need an invoice, please ask for it at that time.

The amounts to be charged are:

- Service tax: = 42 € euros + IVA
- Per Km on road = 1 € + IVA

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

During the period - from 30 September to 7 October 2023 - a trailer parking park is provided at the Parque Eduardo VII.

This Park will operate, during all period, at the following schedule: from 09h00 to 20h00

### Other information:

On October 7 at 1:00 p.m., an awards lunch will take place at the Intercontinental Hotel, Lisbon.

Due to the forest fires that have recently occurred in some areas where the Portugal de Rally Histórico 2023 will pass, we draw attention to a possible increase in traffic of wooden transport vehicles.

### The Race Direction

- Appendix I – Layout – Lisboa Parque Eduardo VII
- Appendix II – Example of Road Book page.
- Appendix III – Example of timecard
- Appendix IV – Average speed on the Liaison
- Appendix V – Average Imposed on SRA's
- Appendix V I – Plan of SS5 (SRS em Circuit)
- Appendix VII – Plan of SS16 (SRS Circuit)
- Appendix VIII – Plan of SS21 (SRS em Circuit)
- Appendix IX – Assistance zones
- Appendix X – Advertising placing
- Appendix XI – Controls Map
- Appendix XII – Towing service



Info 1 Anexo – Attaché - Attachement - I  
Layout Lisboa



Info 1 Anexo – Attaché - Attachement - II

Página do Road Book – Page Road Book – Page of Road Book

Página		Etapas		Seção		Arganil - Santarém		Distância seção	
24		4		7		36 Proença - a - Nova		307,94 km	
		Prova de Classificação		36		Proença - a - Nova		32,408 km	
		Special Stage							
Distância		Direção		Informação		Distância			
Total	Par.							regressiva	
0,00		1		EM				36,43	
1,03	1,03	2						35,40	
1,38	0,35	3						35,05	
3,860	2,48	4						32,57	
4,146	0,28	5						32,29	
4,55	0,41	6						31,88	

## Info 1 Anexo – Attaché - Attachement - III

Carta de Controlo – Carte de Contrôle – Timecard – Carnet de Controllo



CARTA DE CONTROLO

Nº

CARNET DE CONTROLE

LEG 2 - Secção / Section 2

Tipo	Nº	Localização	Entre controlos		Hora de apresentação	Visto
			Distância	Tempo		
TC	2A	Figueira da Foz	-	-		

SS 5 Espinhal (PRA 60)	
Extensão / Longueur (km):	5,026
Hora de início / Heure de départ	TC2A + 01:10

Atraso à partida Retard au départ	(1)
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SS 6 Campelo (PRA)	
Extensão / Longueur (km):	15,204
Hora de início / Heure de départ	TC2A + 01:22

Atraso à partida Retard au départ	(1)
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SS 7 Pampilhosa da Serra (PRA)	
Extensão / Longueur (km):	16,325
Hora de início / Heure de départ	TC2A + 02:42

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

SS 8 Alvares (PRA)	
Extensão / Longueur (km):	7,521
Hora de início / Heure de départ	TC2A + 03:10

Atraso à partida Retard au départ	(1)
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SS 9 Lousã (PRA 60)	
Extensão / Longueur (km):	13,301
Hora de início / Heure de départ	TC2A + 04:00

Atraso à partida Retard au départ	(1)
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TC	2B	Poiares	13,95	TC2A +4:35		
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SS 10 Kartódromo de Poiares (PRS Circ.)	
Extensão / Longueur (km):	1,880
Hora de início / Heure de départ	

Atraso à partida Retard au départ	(1)
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TC	2C	Poiares	-	-		
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TC	2D	Barragem da Aguieira	26,42	TC2C + 00:45		
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(1) Reservado ao Chefe de Troço / Reservé au responsable de l'épreuve / reserved to the stage manager



## Info 1 - Anexo – Attaché - Attachement – IV

## VELOCIDADES MÉDIAS NOS PERCURSOS DE LIGAÇÃO

## VITESSE MOYENNE SUR LES PARCOURS DE LIAISON

ETAPA ÉTAPE	SECÇÃO SECTION	De : Du :	Ao : A :	KM	TEMPO TEMPS	KM / h	OBS.	
1	1	TC1A	SS1	144,03	02 :00 :00	72,00	*	
		SS1	SS2	5,75	00 :06 :54	37,10		
		SS2	SS3	9,03	00 :10 :50	42,80		
		SS3	SS4	64,81	01 :15 :51	51,20	*	
		SS4	TC1B	18,15	00 :26 :42	40,70		
		TC1C	SS6	62,67	00 :55 :00	68,37	*	
		SS6	TC1D	4,58	00 :36 :15	7,59		
2	2	TC2A	SS7	96,94	01 :15 :00	77,55	*	
		SS7	SS8	12,76	00 :18 :34	41,25		
		SS8	SS9	18,14	00 :21 :46	28,20		
		SS9	SS10	7,59	00 :11 :11	40,74		
		SS10	SS11	19,13	00 :25 :39	44,73		
		SS11	TC2B	37,07	00 :56 :09	39,61		
	3	3	TC2C	SS12	23,79	00 :30 :00	47,94	
			SS12	SS13	17,79	00 :22 :22	47,70	
			SS13	SS14	9,93	00 :20 :44	20,04	*
			SS14	SS15	15,93	00 :20 :03	47,67	
			SS15	TC2D	9,51	00 :16 :05	35,48	
			TC2E	TC2F	48,62	00 :55 :00	53,04	
3	4	TC3A	SS17	49,87	00 :45 :00	66,49	*	
		SS17	SS18	33,84	00 :45 :18	44,82		
		SS18	SS19	12,57	00 :29 :18	25,74		
		SS19	SS20	2,04	00 :04 :26	27,61		
		SS20	TC3B	63,39	01 :13 :29	51,76		
		TC3C	TC3D	4,97	00 :10 :00	29,82		
	5	5	TC3E	SS22	17,75	00 :20 :00	53,25	
			SS22	SS23	15,63	00 :19 :19	48,55	
			SS23	SS24	14,74	00 :32 :17	27,40	
			SS24	SS25	2,88	00 :06 :08	28,19	
			SS25	SS26	101,11	01 :36 :36	62,80	*
			SS26	TC3F	10,99	00 :18 :18	36,02	
	6	6	TC3G	SS27	5,64	00 :10 :00	33,84	
SS27			TC3H	58,67	01 :58 :39	29,67	*	



Informação 1 – Info 1 Anexo – Attaché - Attachement – IV

VELOCIDADES MÉDIAS NOS PERCURSOS DE LIGAÇÃO

VITESSE MOYENNE SUR LES PARCOURS DE LIAISON

ETAPA ÉTAPE	SECÇÃO SECTION	De : Du :	Ao : A :	KM	TEMPO TEMPS	KM / h	OBS.
4	7	TC4A	SS28	57,50	01 :10 :00	49,29	
		SS28	SS29	6,49	00 :20 :19	19,18	
		SS29	SS30	7,73	00 :10 :24	44,63	
		SS30	SS31	2,71	00 :04 :37	35,14	
		SS31	SS32	26,27	00 :48 :29	32,50	
		SS32	SS33	11,50	00 :16 :40	41,40	
		SS33	TC4B	6,60	00 :17 :13	23,02	
	8	TC4C	SS34	2,22	00 :08 :00	16,65	
		SS34	SS35	10,51	00 :15 :46	40,00	
		SS35	SS36	29,49	00 :37 :27	47,24	
		SS36	SS37	6,56	00 :09 :28	41,57	
		SS37	SS38	6,20	00 :23 :11	16,04	
		SS38	TC4D	69,05	01 :12 :34	57,09	*
	9	TC4E	SS39	121,69	01 :50 :00	66,38	*
		SS39	SS40	81,50	01 :23 :12	58,77	*
		SS40	SS41	7,08	00 :13 :17	31,99	
		SS41	TC4F	0,38	00 :04 :44	4,83	
	10	TC4G	SS42	9,49	00 :25 :00	22,78	
		SS42	SS43	7,08	00 :13 :17	31,99	
		SS43	TC4H	28,34	00 :29 :44	57,20	*



## Info 1 Anexo – Attaché - Attachement – V - Moyennes Imposés

SS	MÉDIAS IMPOSTAS MOYENNES IMPOSÉS		
	Do / Du Km	Ao / Au Km	Km/h
1	0,000	8,912	50
	0,000	10,681	60
2	10,681	10,941	30
	10,941	15,096	60
3	0,000	7,152	60
4	0,000	4,068	50
	4,068	4,539	40
	4,539	13,622	50
	13,622	13,797	30
6	13,797	14,177	50
	0,000	7,286	50
7	0,000	7,750	50
	7,750	8,195	30
	8,195	11,471	50
	11,471	11,666	30
8	11,666	17,439	50
	0,000	3,670	55
8	3,670	7,306	60
	7,306	9,039	50
	9,039	10,261	60
	10,261	10,708	40
	10,708	12,767	60
	12,767	15,268	55
9	0,000	9,848	50
10	0,000	0,645	50
	0,645	0,939	20
	0,939	9,015	50
11	0,000	7,357	55
	7,357	13,178	60
12	0,000	5,403	50
	5,403	5,636	30
	5,636	6,426	50
	6,426	6,604	30
	6,604	12,659	50
	12,659	12,918	30
12	12,918	26,742	50

SS	MÉDIAS IMPOSTAS MOYENNES IMPOSÉS		
	Do / Du Km	Ao / Au Km	Km/h
13	0,000	2,522	55
	2,522	6,143	60
	6,143	9,098	50
	9,098	9,723	30
	9,723	12,049	50
	12,049	12,206	20
	12,206	12,642	55
	12,642	17,998	60
14	0,000	6,677	50
	6,677	7,090	30
	7,090	8,058	50
	8,058	8,558	30
	8,558	11,850	50
15	0,000	2,606	55
	2,606	11,375	60
	11,375	11,886	30
	11,886	13,969	50
	14,969	17,441	55
17	0,000	7,257	50
	7,257	7,496	30
	7,496	9,846	50
	9,846	10,289	40
	10,289	18,996	50
	18,996	19,143	20
	19,143	20,090	50
18	0,000	3,926	55
	3,926	4,090	30
	4,090	5,268	55
	5,268	5,708	20
	5,708	8,143	60
	8,143	13,189	55
	13,189	16,774	50
19	16,774	17,910	55
	0,000	4,878	60
20	4,878	10,087	55
	0,000	20,437	50
	20,437	20,767	20
22	20,767	21,602	50
	0,000	5,967	50
	5,967	6,880	40
	6,880	14,137	50
	14,137	14,866	30
	14,866	18,190	50

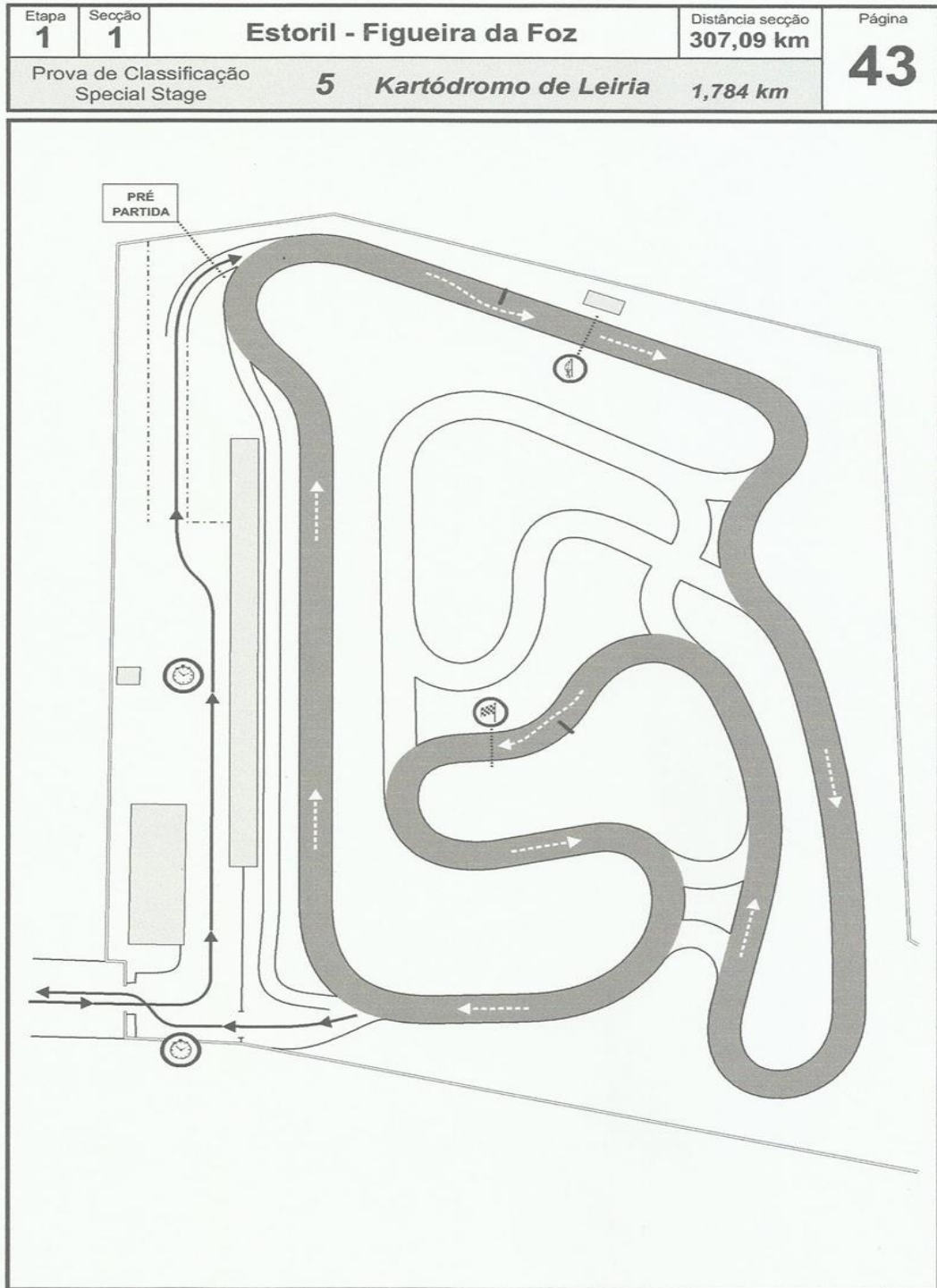
## Info 1 Anexo – Attaché - Attachement – V - Moyennes Imposés

SS	MÉDIAS IMPOSTAS MOYENNES IMPOSÉS		
	Do / Du Km	Ao / Au Km	Km/h
<b>23</b>	0,000	10,719	60
<b>24</b>	0,000	2,848	50
	2,848	3,117	30
	3,117	6,581	50
	6,581	6,829	30
	6,829	15,291	50
	15,291	15,789	30
	15,789	27,789	50
	27,789	28,140	20
<b>25</b>	28,140	31,191	50
	0,000	2,831	60
	2,831	4,524	50
	4,524	9,359	60
<b>26</b>	9,359	12,754	55
	0,000	1,128	40
<b>28</b>	0,000	2,435	50
	2,435	2,876	30
	2,876	4,314	50
	4,314	4,657	30
	4,657	11,717	50
<b>29</b>	0,000	14,492	50
	14,492	14,770	20
	14,770	17589	50
<b>30</b>	0,000	1,924	60
	1,924	5,017	50
	5,017	9,390	55
	9,390	9,632	30
	9,632	11,914	55
<b>31</b>	0,000	9,592	50
<b>32</b>	0,000	11,861	60
	11,861	12,598	50
	12,598	13,174	30
	13,174	27,609	60

SS	MÉDIAS IMPOSTAS MOYENNES IMPOSÉS		
	Do / Du Km	Ao / Au Km	Km/h
<b>33</b>	0,000	1,856	40
<b>35</b>	0,000	9,094	55
	9,094	11,962	60
	11,962	12,284	40
	12,284	19,562	60
<b>36</b>	0,000	10,526	60
<b>37</b>	0,000	3,022	50
	3,022	3,465	30
	3,465	10,380	50
<b>38</b>	0,000	20,931	50
	20,931	21,255	40
	21,255	35,283	50
<b>39</b>	0,000	14,000	50
<b>40</b>	0,000	4,719	60
<b>41</b>	0,000	10,038	60
	10,038	11,899	50
<b>42</b>	0,000	4,719	60
<b>43</b>	0,000	10,038	60
	10,038	11,899	50

**Info 1 Anexo – Attaché - Attachement - VI**

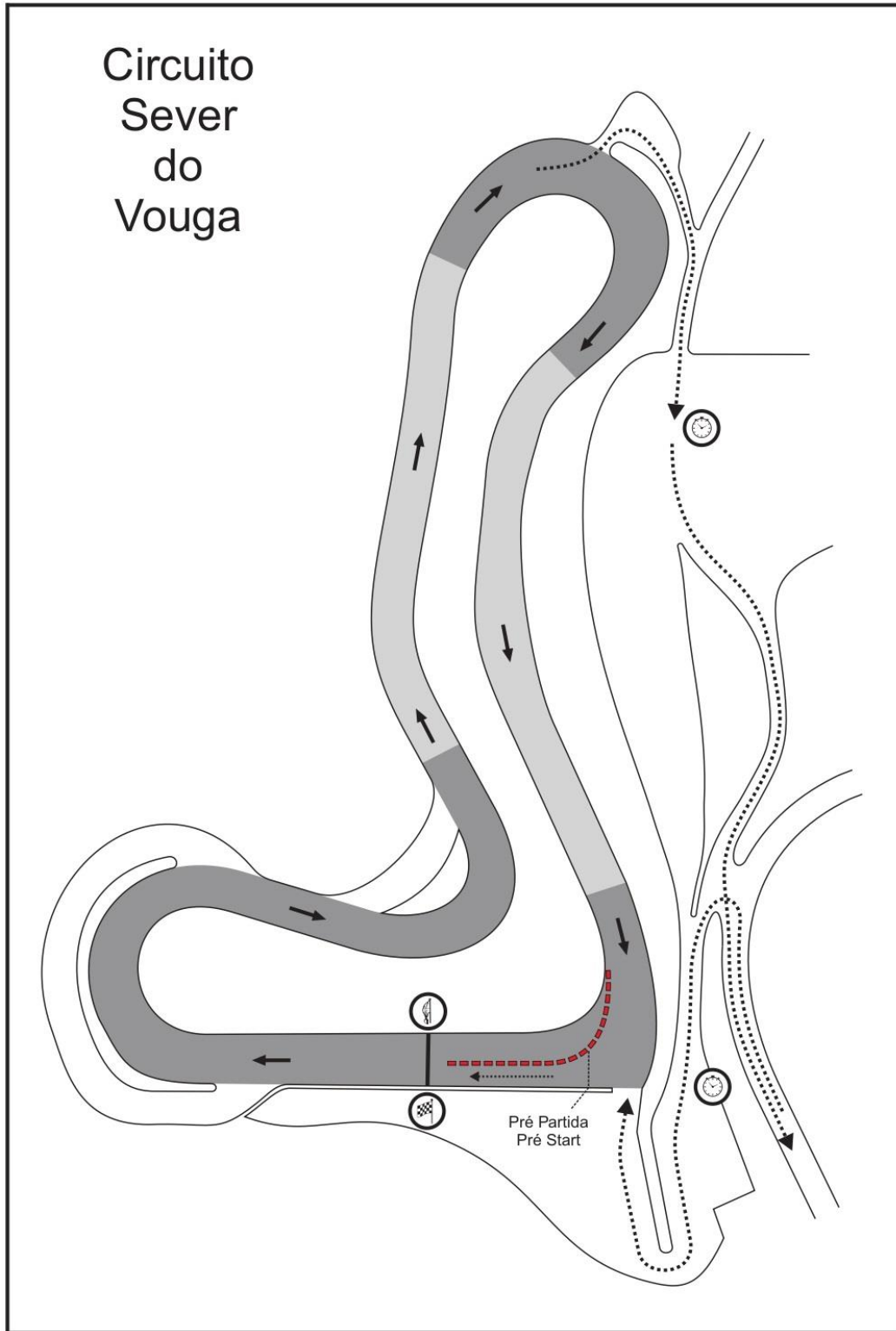
Esquema SS05 (SRS Circ.) – Schéma SS05 (SRS Circ.) – Plan of SS05 (SRS Circ.) – Diagrama SS05 (SRS CIRC.)





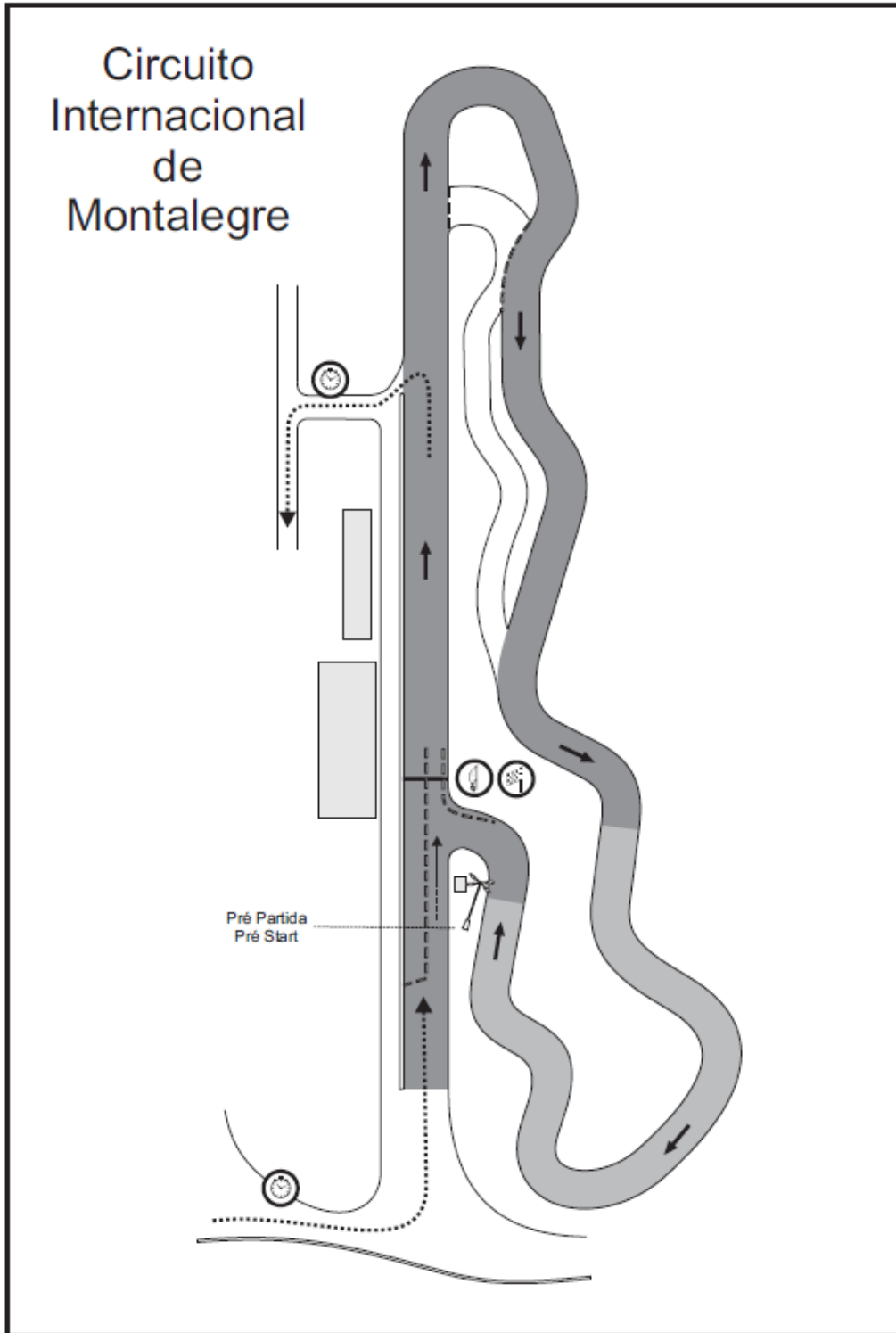
Info 1 Anexo – Attaché - Attachement - VII

Esquema SS16 (SRS Circ.) – Schéma SS16 (SRS Circ.) – Plan of SS16 (SRS Circ.) – Diagrama SS16 (SRS CIRC.)



Info 1 Anexo – Attaché - Attachement - VIII

Esquema SS21 (SRS Circ.) – Schéma SS21 (SRS Circ.) – Plan of SS21 (SRS Circ.) – Diagrama SS21 (SRS CIRC.)



2-7 OUT 2023  
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**RALLY DE PORTUGAL**  
HISTÓRICO

## INFO 1 – Anexo – Attaché – Attachement IX

RALLY DE PORTUGAL HISTÓRICO 2023 - 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	Lisboa - Parque Eduardo VII (Parque Fechado)		38° 43.569'N	9° 09.038'W			0	0,00	0,00	
1	1	Ferreira do Zêzere - N348 (CEPSA)	P/A	39° 41.604'N	8° 17.631'W	22	13	3	15,64	198,45	16:55
	2	Figueira da Foz / Av. D. João II	30m	40° 10.621'N	8° 53.952'W	49	13/14	3	8,65	360,19	18:38
2	3	N 237	P/A	39° 53.699'N	8° 20.558'W	22	24/25	2	18,14	145,27	10:00
	4	N228 - Caparrosa (PETRO BESTEIROS)	P/A	40° 37.243'N	7° 05.601'W	21	29	5	26,67	351,51	16:20
	5	Viseu - Hotel Montebello (proximidade)	Flexi	40° 39.291'N	7° 55.556'W			3		458,80	22:30/23:30
3	6	Campeã - N304 (REDIL)	P/A	41° 16.897'N	7° 51.087'W	27	34	2	23,09	126,89	10:20
	7	Salto (N311)	P/A	41° 38.899'N	7° 56.576'W	16	26/27	5	20,27	311,22	16:20
	8	Lamego - Recinto da Feira		41° 05.699'N	7° 48.656'W	38	52	2	112,62	463,09	18:40
	9	Viseu - Hotel Montebello (proximidade)	60m	40° 39.291'N	7° 55.556'W	11	34/35	2	59,59	541,70	21:50
4	10	N 17 - Catriã S. Paio (REPSOL)		40° 20.698'N	7° 50.729'W	14	18/20	1	12,73	70,23	09:24
	11	N 344 (km18,2)	P/A	40° 14.202'N	7° 54.782'W	26	14/16	3	17,26	132,89	10:50
	12	Oleiros - N238 (GALP)	P/A	39° 55.079'N	7° 54.489'W	22	25/27	6	14,03	293,78	16:43
	13	A16 - Área de Serviço de Sintra (PRIO)	P/A	38° 47.661'N	9° 21.593'W	13	29	2	90,29	626,64	23:30
14	A16 - Área de Serviço de Sintra (PRIO)	P/A	38° 47.661'N	9° 21.593'W	3	14	2	4,27	646,18	00:50	

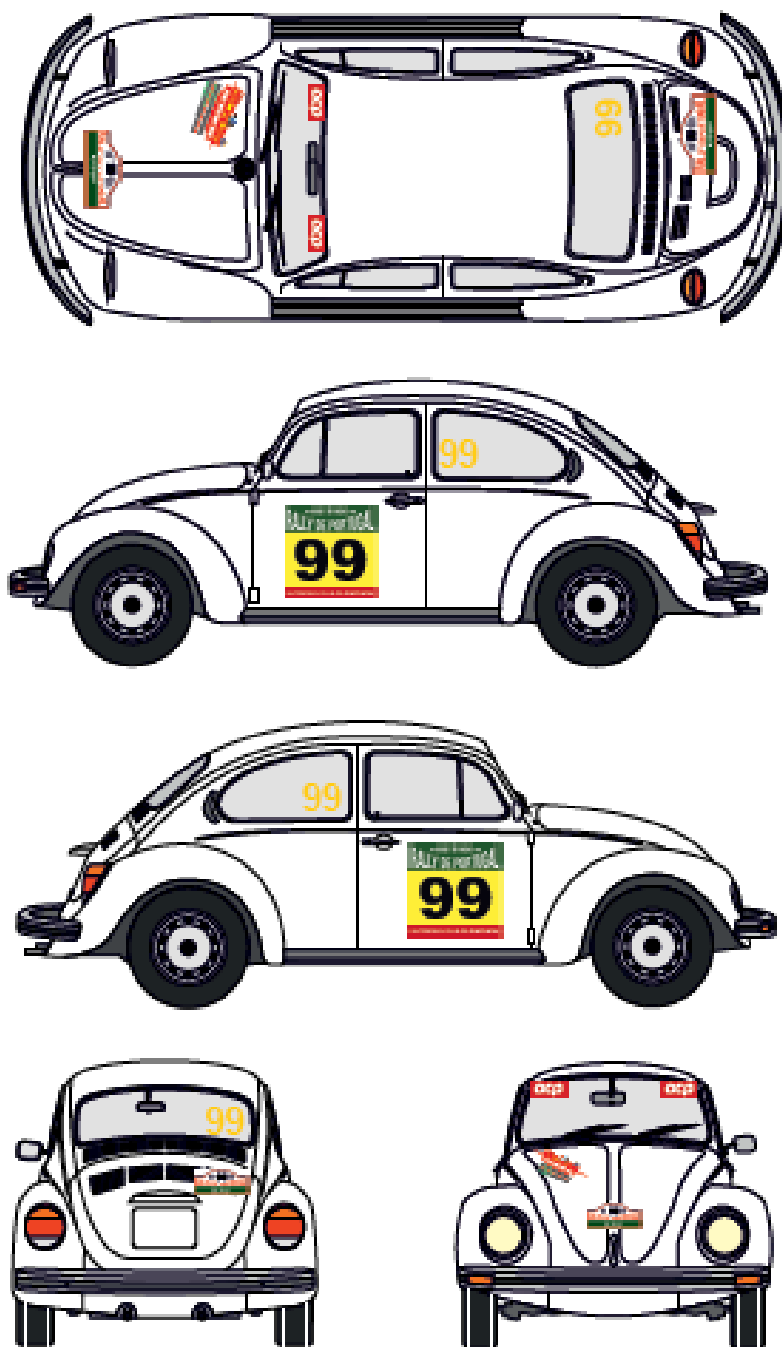
(1) - Pausa/Assistência - Pause/Assistance

(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

Info 1 Anexo – Attaché - Attachement - X

Colocação da Publicidade – Publicité – Advertising Placing – Colocación de publicidad



## Info 1

## Anexo – Attaché - Attachement – XI

## Mapa de Controlos – Itineraire– Itinerary

## ETAPA / ETAPE / LEG 1 - 3ª feira / mardi / tuesday, 03/10/2023

TC	LOCATION	Liaison dist.	SS dist.	Target time*	First car due
1A	Lisboa	0,00			12:30
SS1	PRA	144,03	8,912	2:00	14:30
SS2	PRA 60	5,75	15,096	2:20	14:50
SS3	PRA 60	9,03	7,152	2:48	15:18
<i>Coffee Break / Service</i>					
SS4	PRA	64,81	14,177	4:11	16:41
1B	Milagres	18,15		4:55	17:25
SS5	Kartódromo de Leiria (PRS Circ)		1,784		17:30
1C	Milagres	0,00			17:35
SS6	PRA	62,67	7,286	0:55	18:30
<i>Service</i>					
1D	Figueira da Foz	4,58		1:40	19:15
<b>Leg 1 totals</b>		<b>309,03</b>	<b>54,407</b>		

Section 1

\* CH anterior + tempo indicado / \* CH précédent + temps indiqué / \* Previous TC + indicated time

## ETAPA / ETAPE / LEG 2 - 4ª feira / mercredi / wednesday, 04/10/2023

TC	LOCATION	Liaison dist.	SS dist.	Target time*	First car due
2A	Figueira da Foz	0,00			07:45
SS7	PRA	96,94	17,439	1:15	09:00
SS8	PRA 60	12,76	15,268	1:55	09:40
<i>Coffee Break / Service</i>					
SS9	PRA	18,14	9,848	2:50	10:35
SS10	PRA	7,59	9,015	3:13	10:58
SS11	PRA 60	19,13	13,178	3:50	11:35
2B	Barragem da Aguieira	37,07		5:00	12:45
<b>Regrouping</b>					
2C	Barragem da Aguieira	0,00			14:30
SS12	PRA	23,97	26,742	0:30	15:00
SS13	PRA 60	17,79	17,998	1:25	15:55
<i>Coffee Break / Service</i>					
SS14	PRA	9,93	11,850	2:15	16:45
SS15	PRA 60	15,93	17,441	2:50	17:20
2D	Circuito de Sever do Vouga	9,51		3:25	17:55
SS16	Sever do Vouga (PRS Circ)		2,643		18:00
2E	Circuito de Sever do Vouga	0,00			18:05
2F	Viseu	48,62		0:55	19:00
2G	Viseu				22:30
<i>Flexi Service</i>					
2H	Viseu			1:00	23:30
<b>Leg 2 totals</b>		<b>317,38</b>	<b>141,422</b>		

Section 2

Section 3

\* CH anterior + tempo indicado / \* CH précédent + temps indiqué / \* Previous TC + indicated time



## ETAPA / ETAPE / LEG 3 - 5ª feira / jeudi / thursday, 05/10/2023

TC	LOCATION	Liaison dist.	SS dist.	Target time*	First car due
3A	Viseu	0,00			08:00
SS17	PRA	49,87	20,090	0:45	08:45
SS18	PRA 60	33,84	17,910	1:55	09:55
Coffee Break / Service					
SS19	PRA 60	12,57	10,087	2:45	10:45
SS20	PRA	2,04	21,602	3:00	11:00
3B	Circuito de Montalegre	63,39		4:40	12:40
SS21	Montalegre (PRS Circ)		3,021		12:45
3C	Circuito de Montalegre	0,00			12:50
3D	Montalegre	4,97		0:10	13:00
Regrouping					
3E	Montalegre	0,00			15:00
SS22	PRA	17,75	18,190	0:20	15:20
SS23	PRA 60	15,63	10,719	1:02	16:02
Coffee Break / Service					
SS24	PRA	14,74	31,191	1:45	16:45
SS25	PRA 60	2,88	12,754	2:30	17:30
Service					
SS26	PRA	101,11	1,128	4:20	19:20
3F	Lamego	10,99		4:40	19:40
Regrouping					
3G	Lamego	0,00			21:00
SS27	Lamego 2 (PRS Estr)	5,64	1,128	0:10	21:10
Service					
3H	Viseu	58,67		2:10	23:10
Leg 3 totals		394,09	147,820		

Section 4

Section 5

Section 6

\* CH anterior + tempo indicado / \* CH précédent + temps indiqué / \* Previous TC + indicated time

## ETAPA / ETAPE / LEG 4 - 6ª feira / vendredi / friday, 06-07/10/2023

TC		Liaison dist.	SS dist.	Target time*	First car due
4A	Viseu	0,00			08:00
<b>SS28</b>	<b>PRA</b>	57,50	<b>11,717</b>	<b>1:10</b>	<b>09:10</b>
	<i>Service</i>				
<b>SS29</b>	<b>PRA</b>	6,49	<b>17,589</b>	<b>1:45</b>	<b>09:45</b>
<b>SS30</b>	<b>PRA 60</b>	7,73	<b>11,914</b>	<b>2:17</b>	<b>10:17</b>
<b>SS31</b>	<b>PRA</b>	2,71	<b>9,592</b>	<b>2:35</b>	<b>10:35</b>
	<i>Coffee Break / Service</i>				
<b>SS32</b>	<b>PRA 60</b>	26,27	<b>27,609</b>	<b>3:35</b>	<b>11:35</b>
<b>SS33</b>	<b>PRA</b>	11,50	<b>1,856</b>	<b>4:20</b>	<b>12:20</b>
4B	Arganil	6,60		4:40	12:40
	<b>Regrouping</b>				
4C	Arganil	0,00			14:45
<b>SS34</b>	<b>Montalto 2 (PRS Estr)</b>	2,22	<b>1,856</b>	<b>0:08</b>	<b>14:53</b>
<b>SS35</b>	<b>PRA 60</b>	10,51	<b>19,562</b>	<b>0:26</b>	<b>15:11</b>
<b>SS36</b>	<b>PRA 60</b>	29,49	<b>10,526</b>	<b>1:24</b>	<b>16:09</b>
<b>SS37</b>	<b>PRA</b>	6,56	<b>10,380</b>	<b>1:44</b>	<b>16:29</b>
	<i>Coffee Break / Service</i>				
<b>SS38</b>	<b>PRA</b>	6,20	<b>35,283</b>	<b>2:20</b>	<b>17:05</b>
4D	Pombal	69,05		4:15	19:00
	<b>Regrouping</b>				
4E	Pombal	0,00			20:30
<b>SS39</b>	<b>PRA</b>	121,69	<b>14,000</b>	<b>1:50</b>	<b>22:20</b>
	<i>Coffee Break / Service</i>				
<b>SS40</b>	<b>PRA 60</b>	81,50	<b>4,719</b>	<b>3:30</b>	<b>00:00</b>
<b>SS41</b>	<b>PRA 60</b>	7,08	<b>11,899</b>	<b>3:48</b>	<b>00:18</b>
4F	Sintra	0,38		4:05	00:35
	<b>Regrouping</b>				
4G	Sintra	0,00			00:45
	<i>Coffee Break / Service</i>				
<b>SS42</b>	<b>PRA 60</b>	9,49	<b>4,719</b>	<b>0:25</b>	<b>01:10</b>
<b>SS43</b>	<b>PRA 60</b>	7,08	<b>11,899</b>	<b>0:43</b>	<b>01:28</b>
4H	Lisboa	28,34		1:25	02:10
	<b>Leg 4 totals</b>	<b>498,40</b>	<b>205,120</b>		

Section 7

Section 8

Section 9

Section 10

\* CH anterior + tempo indicado / \* CH précédent + temps indiqué / \* Previous TC + indicated time

## Rally totals

	Liaison dist.	SS dist.	Total dist.	SS%
Leg 1	309,03	54,407	363,43	14,97%
Leg 2	317,38	141,422	458,80	30,82%
Leg 3	394,09	147,820	541,91	27,28%
Leg 4	498,40	205,120	703,52	29,16%
<b>TOTAL</b>	<b>1518,90</b>	<b>548,769</b>	<b>2067,67</b>	<b>26,54%</b>