



bp ultimate com tecnologia ACTIVE

2024



RALLY RAID PORTUGAL

ALENTEJO ▀ RIBATEJO ▀ EXTREMADURA

BRIEFING STAGE 3

Friday, April 5th – Stage 3

One Lunch Box per rider is available in the Catering Room, in the Bivouac from 04:00.

A public car washing area is available before the entry of the Service, as indicated on the SERVICE BADAJOZ layout.

One assistance vehicle per competitor is allowed to enter the Service.

Teams can set up at the Service from 09h00 (Portuguese time) on the 5th.

Team members authorized to be at the Service may stay overnight.

The exchange of a team member at the Service is only possible in the presence of members of the organization at the entrance to the park.

Service in Badajoz lasts a maximum of 3 hours.

For the Autos, 4 people accredited for the race will be allowed to enter the Service Parc.

Only 3 mechanics, identified by an armband, can work on the car, in addition to the drivers.

For the Moto/Quad, 3 people accredited to the race will be allowed to enter the Service Parc.

Only 2 mechanics, identified by an armband (available from the secretariat or on site) and the riders can work on the motorcycle.

Catering is also only available for the number of people mentioned and authorized to be at the Service.

After leaving the service, the vehicles must be placed in the Parc Ferme, in which case it may be by a member of the team, including mechanics or others.

After the service there is a refueling area inside the Parc Ferme, where no other intervention on the vehicles is authorized.

If you don't refuel at the indicated place, you must do so at the previous start or the next day's start, and you cannot leave the service area with the race car.

Special attention must be paid to the FIA (Art. 49.2.1 of the CCSR) and FIM (Art. 80.18.3 of the CCRWCR) regulations regarding assistance.

Please note that the time of the Rally is Portuguese time, but usually the electronic equipment changes the time automatically!

Description of the SS4 Auto:



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AUTOMÓVEL CLUB DE PORTUGAL

2-7 ABRIL 2024

GRÁNDOLA





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The start takes place in a spectacular area. Be aware that there is a lot of public presents. the surface is a little muddy.

The first 10km are technical with some mud and puddles, but after km 20 the course gets very fast, with some narrower passages.

Between km 87 and km 106, pay attention to the maximum speeds allowed in the groups, they will easily be exceeded.

From the FT to km 145, the fast pace continues, interspersed with narrower areas and potentially places with some mud.

From the FT at km 297, the route changes significantly, although the surface is in very good condition, it becomes more technical with a lot of navigation.

Description of the SS4 Moto/Quad:

The first 80kms of the route has a mix of fast and winding roads, on sandy and somewhat slippery ground. From the FT at km 152, the route changes significantly, although the road is in very good condition, it becomes more technical with a lot of navigation.

From FT km 265, the cars pass before the motorcycles, the surface should be somewhat degraded, although the surface has no stones, it can create some ruts in some places.

The first 10km are technical with some mud and puddles, but after km 275 the route gets very fast, with some narrower passages.

Between km 350 and the finish, pay attention to the maximum permitted speeds, which can easily be exceeded.

Marking:

For safety reasons, the side roads will be cut off, depending on visibility, about 100 or 200m from the junctions, thus avoiding, in the event of a mistake, making long distances in the opposite direction, with plastic tape and the placement of a yellow sign with a black X, indicating that this is the wrong way.

Danger signs, a triangle with an exclamation mark, will also be placed in danger zones 3 and one or two other places where necessary, reinforced with red and white plastic tape.

Every 5km, blue plastic tape will be placed on the right-hand side of the route to confirm the route.

Signs with yellow signs and black arrows will be placed at the public areas, indicating the route to follow, a procedure that is repeated at the asphalt intersections, of which there are quite a few.

Markings will also be placed at junctions where, if there is a mistake, the route could be resumed at another location.

The aim of all this is to ensure the safety of riders and the public!