

GENERAL AND DAILY BRIEFING - AUTO

Automóvel Club de Portugal thanks you once again for your presence at the 40th Baja Portalegre 500.

Your participation contributes significantly to the recognition of Baja Portalegre 500 amongst the biggest events in the world of motorsports.

Please check Info to Competitors, available on Sportity and on the competition's website, which contains important information.

Thank you!

Ceremonial Start

After technical scrutineering, the teams have a maximum of 90 minutes to place the vehicles inside the park fermé next to the Ceremonial Start, center of Portalegre city. Vehicles can be driven by a team member other than the driver of co-driver. The road book is available on Sportity.
During the ceremony, both driver and codriver must wear the overalls.
No more than 30 minutes after the Ceremonial Start all vehicles must be inside Parque Fermé at NERPOR.
Some drivers and riders will be asked to be present from 8:30 pm at the start ceremony for an autograph session and press conference.
The post-race press conference will be held on the podium of the Start Ceremony, before the start.

Technical Briefing ANUBE

At 5.00 pm on the 15th, a technical briefing will be held with Anube's technical staff at the administrative checks' venue. Guidance will be provided on how to use the equipment, Stella 3 Evo and Stella 6 (road book electronic) which is very important for those who are not familiar with it and, above all, for those taking part in the event for the first time.

Anube, Stella Evo III and digital Stella 6 Road Book - Speed Control Zones, overtaking aid and DANGERS!!!

This edition of the Baja Portalegre 500 will exclusively use Anube's Stella III equipment for Moto, SSV and Quad, and the same equipment in conjunction with the Stella 6 digital Road Book, which includes speed control, the overtaking aid system (active at 300m), the location of hazards!!! (3) and information on the Transfer zone, as well as other important features.



All the notes in the Road Book are compulsory; failure to validate each note will result in a 2-minute penalty (Art. 43.8 / Art. 43 Appendix 1 of FIA CCRSR 2026)

Instructions for users are available on the event website or at Sportity.

The speed control zones and transfer zones are identified in the Road Book Stella 6, on the STELLA III Evo equipment and by signs placed in the field:
- Transfer (DT) and/or DZ 200m + indication of permitted speed
- Transfer (DT) and/or DZ with permitted speed
- FT or FZ (end)

In the areas of DT, DZ and FZ, there is a tolerance of 90m: see equipment instructions available at Sportity and the supplementary regulations.
Dangers 3 (!!!), 200m before the Stella III and Stella 6 produces a sound and shows a flashing red triangle; at the danger location the triangle will freeze and turn itself off.
Additional support for Road Book distances:
In all Road Book notes, the Stella III equipment and Stella 6 shows on the screen the km corresponding to the note in question. This odometer function **only serves as supplementary information** to the usual distance measuring instruments.

This year it is possible to disable the sound the system produces on each note! See equipment "instructions".

Marking and Signaling

The route will be marked with **red background signs and white pre-warning arrows**, located about 100 meters before changes directions, that are not very evident, or when there is a rapid approach.

At all intersections there will be **signs with a yellow background and a black arrow** indicating the direction to follow and BLUE **plastic tape with the ACP logo in white.**

To decrease the probabilities of accidents in the event of a mistake on the course and the return to it in the wrong direction, the lane marking is as follows:

- The plastic tape will be placed on the right side of the lane, except immediately after the crossings where it will be placed on both sides, as confirmation of the itinerary.

  Thus, any competitor who makes a mistake and returns to the course will know that he is heading in the right direction if the marking (tapes) are the right-hand side. Otherwise, you must immediately reverse direction.

- **In danger areas we will use red and white tape.**



- There will also be more detailed signs, especially for motorcycles, which do not have a Road Book.

Regardless of the signs placed along the route, for Autos and SSV (FMP), only the Road Book displays the official route, and it must be considered.

Retirement

In case of retirement, you must give the retirement declaration, available in the Road Book, and the timecard to an element of the Organization or to the Marshall at the nearest intersection control.

Organization and Safety

The elements of the organization are identified with **Safety Marshall vests in yellow color**.

We will place 9 vehicles 4X4 with doctors, 20 ambulances, several dozen vehicles with radio and hundreds of marshals along the course of the race.

The organization also has one helicopter, which works as an ambulance.

Information for competitors

The organization will try to provide you with all information about the course of the competition, through **Secretariat** at NERPOR: +351 913 158 610

Race Control Telephone: + 351 913 158 610

Emergency Number: +351 912 201 545

Road Book Auto

As mentioned, for the FIA race and the National Event, the Road Book used will be Anube's Electronic Road Book.
And as stated in the FIA and FPAK rules, the participant receives the access code to the Road Book at the Sportity 30 minutes before the start of each Stage.

Holders of “Team Manager” credentials and/or “Pilot” bracelets can access the secretariat.

On the 16th, the code unlocks section 1 in addition to the prologue.
In stage 2, a code will be published for each section.
Help with Road Book distances:
In all Road Book notes, both the Stella III equipment and the electronic Road Book display the km corresponding to the note in question on the screen. This odometer function only serves as

an aid to the usual distance measuring instruments. See the instructions for how to cancel the sound produced in each note!

Upon receiving the road book on paper, immediately confirm the numerical sequence of its pages.
Any changes to the road book will be announced with amendments published by the Clerk of the Course on the official digital board, race website and Sportity, and delivered to competitors at the scheduled times.

Cautions to be taken with the Danger signals in the Road Book (!, !!, !!!)

As everyone knows, the FIA signage defines the use of exclamation points:
! – Danger 1
!! – Danger 2
!!! – Danger 3
Each of them is intended to indicate the level of danger at that location.
The teams must adopt the following attitudes depending on the danger:
! – in locations where there is a change in the track or any other situation indicated that requires special attention from the pilot, **reduce speed** and pay attention to the location.
!! – in locations where there is a change in the track, or any other situation indicated that requires **a sharp reduction in speed** to better see the location.
!!! - in locations where there is a change in the ground or any other situation which requires **a drastic speed reduction and, if necessary, the immobilization of the vehicle.**
Amongst others, we highlight the crossings of railway lines (DZ/FZ), where, as indicated by the organization on site, it may be necessary to stop the vehicle and wait for the instructions for the marshals on site. We remind you that with the help of the Stella III equipment, the stopping time will be reduced to the time taken in the SS, therefore, you must rigorously comply with the organization's instructions on place.

In addition to the hazards that occur on the track, there are also the “side” hazards that will be specified using the “exclamations” according to the hazard and meaning, for instance, to electricity poles at the edge of the path on curved paths, roots at the edges, stones, trees, property fences, property division marks, etc.

Please bear in mind those dangers!! (2), due to their importance, are highlighted with a red line below the total km.

Only dangers!!! (3) are indicated on Stella III or Stella 6. Sound alert, from Stella, will sound approximately 200m the danger spot.

In each situation is up to the Team do make the proper evaluation. We remember that the off-road is characterized by the adaptation of the team to the route, considering the unpredictability of obstacles, and considering the secrecy of the routes.

Maximum speed allowed

Ultimate and Stock – 170 KPH
Challenger – 135 KPH
SSV – 125 KPH

NERPOR Auto Refueling

The placement of fuel recipients at the refueling point can only be done on October 16th. During refueling the usage of environmental mats is compulsory, according to Art. 54.1.6 of the Cross-Country Rally Sporting Regulations. In these situations, the team responsible for refueling must place the mat.

In Stage 1, following Service A, there is an official, bat, optional refueling zone. ~~; however, the 20 minute period between the end of the Service and entry into the Parc Fermé is mandatory for all competitors, although those who do not refuel may proceed to the vicinity of the Parc Fermé entrance and wait there for their entry time.~~
Refueling may take place at the service stations identified on the map published in Bulletin 2; to do so, competitors must use the time allocated for Service A (2h30m).

In Stage 2, after Service B, the same location is available for refueling. Challenger and SSV vehicles that prefer to use public service stations after leaving the regrouping park may only use those identified in the road book and in Bulletin 2.

Time Controls and Timecard

PLEASE PAY SPECIAL ATTENTION TO THE ARRIVAL TIME AT THE CONTROLS. THERE ARE SOME CONTROLS WITH EXACT TIME AND OTHERS WHERE IT IS POSSIBLE TO ENTER IN ADVANCE WITHOUT PENALTIES (indicated in the supplementary regulation, in the Timecard and in the itinerary).

Overtaking

Still on the SS3 Auto, it is possible that the first competitors will overtake a very late SSV (FMP, Bike federation) competitor from the motorcycle race, both use similar equipment that enables overtaking.

In the SS2 of Motos/Quad and SSV (FMP), it is also likely that early Moto competitors may come to overtake some very late Auto competitor. In this case, the organization, through Stella III, warns the Auto competitor of the approach of a Moto competitor, using the expression “MOTO BACK”. This procedure has already been used in previous races with good results.

Refuelling on the Liaisons

Only the public service stations listed in Bulletin 2 and the Road Book are authorized for refuelling.

THIS AND OTHER INFORMATION ABOUT THE RACE IS AVAILABLE ON SPORTITY

SPORTITY password’s:

BAJA500FIA26
BAJA500FPAK26
BAJA500FMP26

DAILY BRIEFING – 16-10-26

CARS

DESCRITION OF SS1
This is a 70km SS, which tends to be fast, with some winding areas, but basically good, sandy road with few stones.
Please note the transfer between km 27.97 and km 31.54, a range of speeds permitted!
A level crossing of railroad lines, km 37,62, using DZ zones, in any case, in the event of a compulsory stop signalled by the on-site marshals, you must comply with the instructions, and the stop time will be deducted from the time taken by the competitor at the end of the SS.
SS1 starts very close to the Ponte de Sor Regrouping.
During Service A (2 hours 30 minutes), competitors may refuel at the service stations near the Service Park identified in Bulletin 2 (see map), or, within the 20 minutes allowed, at the official refuelling point (RZ). Regardless of where they refuel, all competitors must complete the checks before entering the Closed Park.
The Baja de Portalegre is a very popular event, and you will have the opportunity to confirm this throughout the race.

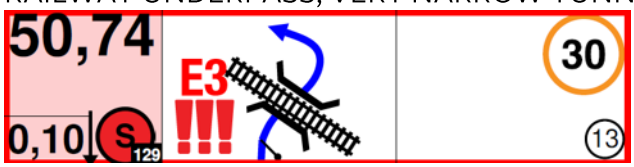
Popular spots publicised by the Organising:
Km – 1.81 / 2.69
Km – 40.59 / 41.03
Km – 70.68 / 71.92

IMPORTANT POINTS SS1

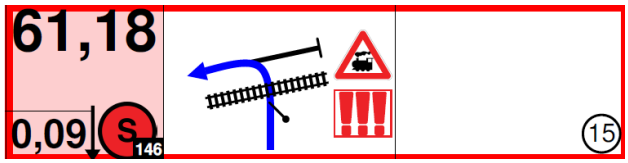
RAILWAY CROSSING



RAILWAY UNDERPASS, VERY NARROW TUNNEL



RAILWAY CROSSING



Transfer SS1		
DT - km 27,97	3,58km	T:6m
FT - km 31,54		

ROAD BOOK MODIFICATIONS

If any, they will be submitted to the office when the paper Road Book is submitted. For digital Road Books, they will be automatically placed on the tablets.

DAILY BRIEFING 17-10-26

CARS

DESCRIPTION OF SS2 AND SS3

SS2 - The first 60 km of SS2 run along fast, well-paved roads.
Between km 71 and km 80, the route becomes more degraded, with some potholes and rocks; you should avoid blocking curves or intersections. The terrain is completely different from the initial section; in rain, it becomes slippery and muddy.
From there to the end, the route mixes fast sections with good pavement and slower passages and some ruts. Please follow the road signs and the Road Book notes, some of which are mentioned below. Near the end, between km 164 and km 166, pay close attention to the immense ruts and potholes, sometimes barely visible. The final section takes place at the prologue site, covering about 1 km in the opposite direction.
Popular spots publicised by the Organising:
Km – 3,73 / 4,73
Km – 13,17
Km – 106,66 / 107,20
Km – 125,43 / 126,60
Km – 143,47 / 145,27

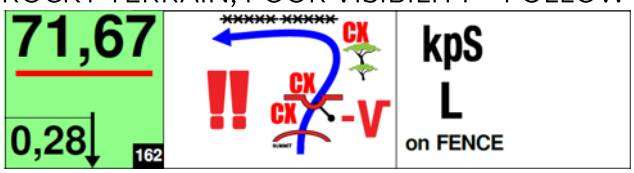
SS3 - Maintains the characteristics of SS1, with a sandier and winding surface between trees. Possibly faster, but with similar road conditions, although the FMP (Portuguese Motorcycle Federation) motorcycles, quads, and SSVs have already passed through the first 107km.
Please take care between km 166 and km 169, as this is a rocky and winding stretch.
The finish line in Portalegre, at the same location as the prologue, does not use the traditional river crossing.
The Baja Portalegre 500 is a classic in Portuguese cross-country racing, and as such, it is highly sought after by the public, who not only use the "Onde Ver" zones, publicized by the organizers, but also position themselves throughout the course, paying special attention to these areas.
Popular spots publicised by the Organising:
Km – 13,66 / 13,85
Km – 27.45 / 27,70
Km – 78,22
Km – 79,73 / 81,14
Km – 106,73 / 107,71

IMPORTANT POINTS SS2

QUICK ZONE FINISH, DOWNHILL SECTION WITH RUTS ON THE RIGHT-HAND SIDE AND A NARROW BRIDGE WITH POTHOLES ON EITHER SIDE



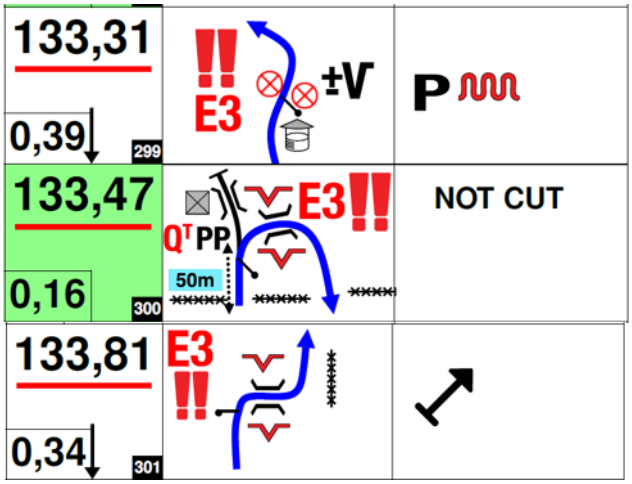
ROCKY TERRAIN, POOR VISIBILITY – FOLLOW SIGNS, AVOID ROAD CLOSURES



A VERY FAST SECTION, WITH A NARROW BRIDGE ENTRANCE FOLLOWING A BEND



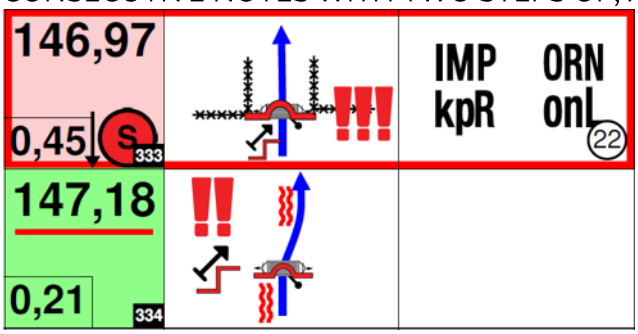
AREA WITH DITCHES THAT ARE HARDLY VISIBLE – AVOID TAKING THIS SHORTCUT



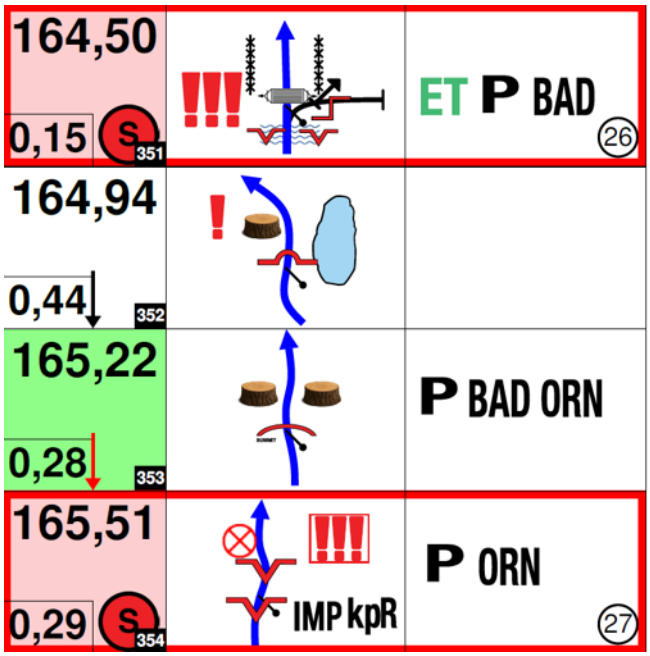
VERY NARROW SECTION, WITH PITS ON EITHER SIDE



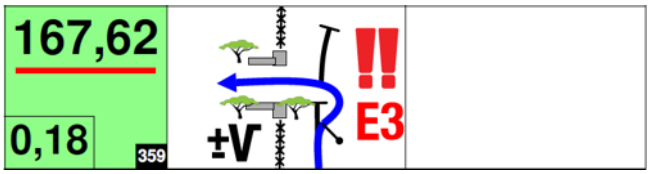
CONSECUTIVE NOTES WITH TWO STEPS UP, A BIG HIT, ESPECIALLY IN THE FIRST ONE



AREA WITH SEVERAL HAZARDS. MANY DITCHES AND TREE STUMPs THAT ARE DIFFICULT TO SEE



VERY NARROW PASSAGE BETWEEN WALLS – WIDEN YOUR PATH

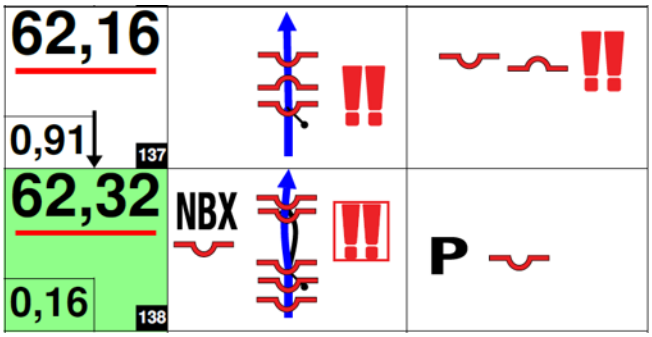


IMPORTANT POINTS SS3

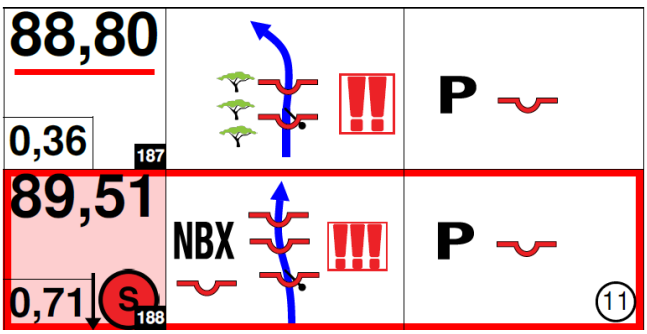
VERY NARROW PASSAGE WITH A DAM ON THE RIGHT-HAND SIDE – TAKE EXTRA CARE!!!



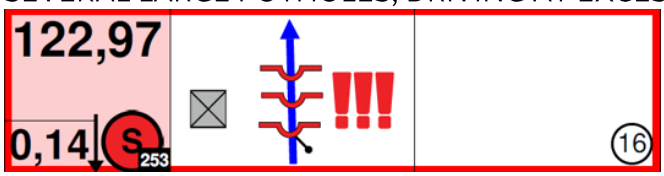
AN AREA WITH SEVERAL POTHOLES AND SPEED BUMPS; SPEEDING CAN BE VERY DANGEROUS



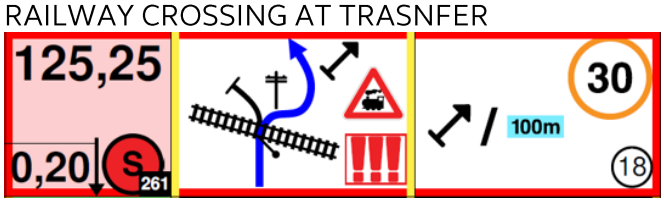
AN AREA WITH SEVERAL POTHOLES AND SPEED BUMPS; SPEEDING CAN BE VERY DANGEROUS



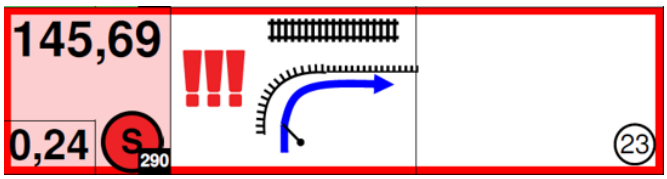
SEVERAL LARGE POTHOLES; DRIVING AT EXCESSIVE SPEED CAN BE VERY DANGEROUS



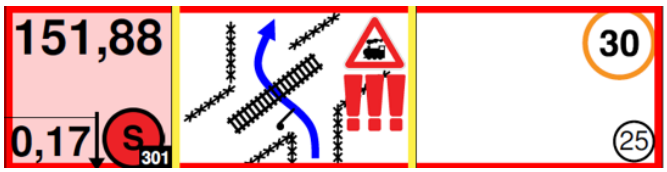
RAILWAY CROSSING AT TRASNFER



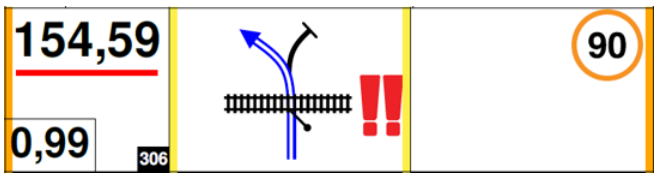
WARNING! STEEP DROP-OFF ALONG THE COMBIO LINE – EXTREMELY DANGEROUS!



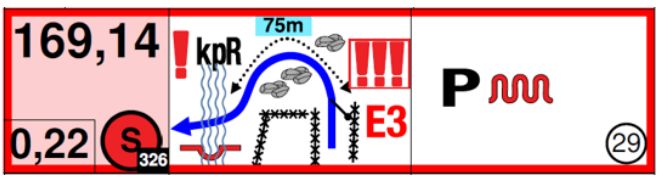
RAILWAY CROSSING



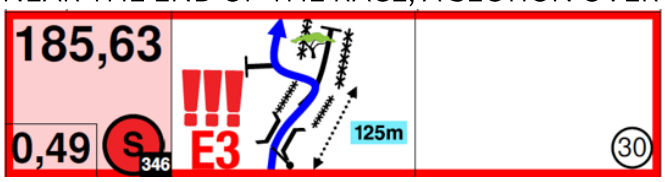
RAILWAY CROSSING ON ASPHALT



A STREAM CROSSING IN A VERY WINDING NARROW SECTION, WITH STONES AND ROCKS



NEAR THE END OF THE RACE, A SECTION OVER A VERY NARROW BRIDGE



TRANSFER ZONES

Transfer SS2		
DT - km 58,79 FT - km 63,94	5,15km	T:8m
DT - km 95,38 FT - km 97,61	2,23km	T:3m
DT - km 134,83 FT - km 139,6	4,77km	T:4m
DT - km 160,78 FT - km 164,35	3,57km	T:5m

Transfer SS3		
DT - km 125,05 FT - km 127,99	2,94km	T:5m
DT - km 151,71 FT - km 152,05	0,34km	T:2m
DT - km 153,44 FT - km 160,22	6,78km	T:8m

The asphalt roads used in the Transfers are open to traffic, so be careful and drive in the appropriate lane.
Procedures for the start and end of the Transfer Zones for Stella III and Stella 6 (please consult the user manuals available at Sportity):
The start of the Transfer Zone begins with the orange Road Book note (DT) (meaning that the transfer zone is subject to a maximum speed limit). From this point on, teams must follow the instructions regarding the maximum speed limit and the time allotted until the start (T- ?). The Stella III Evo and/or Stella 6 Road Book will emit an audible signal approximately 90 meters from the start of the transfer zone and will display the time allotted for the transfer at the starting point, decreasing in increments.

At the end of the Transfer Zone, teams may pass the yellow starting flag placed approximately 100 meters from the start, in the last minute of the allotted time, indicated on the Stella III Evo and/or Stella 6, decreasing in increments by seconds. The start must be made at the Road Book note (FT) with the red starting flag. When the devices display the word GO in green, the game is allowed.
False starts will be recorded.

ROAD BOOK MODIFICATIONS

If any, they will be submitted to the office when the paper Road Book is submitted. For digital Road Books, they will be automatically placed on the tablets.

www.bajaportalegre500.com