



BRIEFING - AUTO / MOTO / QUAD / SSV

Automóvel Club de Portugal thanks you once again for your presence at the 38th Baja Portalegre 500.

Your participation contributes significantly to the recognition of Baja Portalegre 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.

A "Daily Briefing" for the next day stage will be published in Sportity every day at 6pm.

Thank you!

Anube, Stella III and digital R4 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 R4 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.

On the 17th at 4.30 p.m. for FMP Motorcycles / Quad and SSV and 5 p.m. for the FIA and FPAK, there will be a briefing session with Anube technicians on the Stella III and Road Book digital R4 equipment.

In this edition of the Baja Portalegre 500, the Anube equipment, Stella III, for Autos, SSV and Quad - and Spica III for Motorcycles - will be used again. It includes speed control, overtaking assistance system (300m) and location of dangers!!! (3), and information about the Transfer zone, in addition to other important information.

Instructions for users are available on the event website or at Sportity, as well as at the end of this document.

The speed control zones, and transfer zones are identified in the Road Book, on the STELLA III 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 (!!!), 300m before the Stella produces a sound and shows a flashing red triangle; at the danger location the triangle will freeze and turns itself off.

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Additional support for Road Book distances:

In all Road Book notes, the Stella III equipment 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 in direction, 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**.

In order 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 4x4 vehicles with doctors, 20 ambulances, several dozen vehicles with radio and hundreds of people along the course of the race.

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

Information for competitors – Official Classification

The organization will try to provide you with all information about the course of the competition, through **Secretariat** at NERPOR: +351 914 031 234

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Race Control Telephone: + 351 914 030 942
Emergency Number: +351 912 201 545

Road Book Auto and SSV (FMP)

Road Books will be handed out during the timetable indicated in the race program.

On the 17th, according to the race program, there will be a face-to-face briefing with Anube technicians to clarify how to use the equipment.

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 20 minutes before the start of each Section, the paper version (backup) is available at the secretariat 30 minutes before the time set for each competitor to start the Stage.

Delivery of the FMP SSV Road Book:

The Road Book will be delivered to the Secretariat 30 minutes before the start of the Section, according to the race program. The Road Book, in “notebook” format, is made of waterproof paper!

Only holders of “Secretariat” credentials and/or Riders' wristbands can access the Secretariat.

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 (!, !!, !!!)

Because of the heavy rains which occurred in recent days, some parts of the route, especially steep (INCLINATION) areas, have suffered some damage, creating gullies (RUTS). We will try put effective markings on the ground, but we call for extra caution under these circumstances.

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:

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! – 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. 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 that dangers!! (2), due to their importance, are highlighted with a red line below the total km.

Only dangers!!! (3) are indicated on Stella and Spica equipment. Sound alert, from Stella, will sound approximately before 200m the danger spot.

In each situation is up to the Team do make the proper evaluation. We remind 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

SSV (FMP) – 140KPH

NERPOR Auto Refueling

The placement of fuel recipients at the refueling point can only be done on October 18th. 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.

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).

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Motorcycle / Quad / SSV (FMP) – GAS areas

Please note that the first GAS of the race is located at km 87, the service stations are authorized to refuel the competition vehicles around 300m from the start of the SS, on the asphalt road linking Gáfete to Vale do Peso, after the road junction and following the instructions of the Police and the Safety Marshals. As you can see in the documents available on the 15th, there is a service station on the road from Tolosa to Gáfete, about 3km from the start.

The GAS Zones are in a 3-minute Transfer Zone.

Information on distances between GAS zones is available in Bulletin No. 1

Transfer Area – Auto / Moto

Auto Transfer area:

On the SS3 there are two Transfer zones, one about 4km long, to be covered in 6 minutes at a maximum speed of 90km/h, and another about 7km long, to be covered in 10m at a maximum speed of 90km/h.

Moto/Quad/SSV (FMP) Transfer area:

On SS2 there is a Transfer Zone of around 9km, with a maximum speed of 90km/h, in addition to the already announced GAS zones, 3 minutes at 30km/h.

For all categories, the time allowed to cover the routes of the Transfer Zones is based on a speed average of 40km/h.

The road used in the Transfers is open to traffic. Please pay attention and drive in the appropriate lane.

Procedures at the beginning and end of the Transfer areas for Stella III and Road Book:

The beginning of the Transfer area starts on the Road Book note with the characters **DT in orange (means that the transfer zone is subject to the maximum speed allowed)**, from this moment on the teams must follow the signs regarding the maximum speed allowed and the time allocated until the start (**T.Max**), the Stella III beeps at about 90 meters from the beginning of the transfer area and at the starting point displays the time decreasing manner from second to second.

At the end of the Transfer area, crews may not overtake the **yellow starting flag** placed approximately 100m from the start, except in the **last minute of the allotted time and indicated in Stella III in a descending manner second to second**. The start is on the Road Book note showing (**FT**), with the **red starting flag**. The moment the devices display the word **GO**, competitor may start the race. About 100m after the start, there is an end-of-area sign.

False starts will be documented.

Procedures at the beginning and end of the Transfer areas for Spica III, Moto, and Quad:

About 800m from the beginning of the Transfer area, the Spica III equipment produces an audible signal with the 90m. At the start point of the Transfer are the equipment starts a minute-by-minute countdown until the location of the **yellow flag** that precedes the new start, and then the equipment displays a second-by-second countdown until the time of departure, **only at this point, competitors are allowed to approach**

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the red flag of departure, location where they should stop and wait for the GO warning, which indicates the moment of departure.

Please note that Spica III equipment does not inform the maximum speed allowed in Transfers, it is the pilot's responsibility to comply with this. In any case, as the time allowed for the Transfer is long, there is no need to exceed this speed.

False starts will be documented.

Overtaking

Still on the SS3 Auto, it is possible that the first competitors will overtake a very late SSV (FMP) competitor from the motorcycle race, both using the Stella III.

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.

THIS AND OTHER INFORMATION ABOUT THE RACE IS AVAILABLE ON SPORTITY

SPORTITY password's:

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