



38th Baja TT Sharish Gin Reguengos de Monsaraz/Mourão

Briefing

1. ITINERARY

1.1. ELECTRONIC CONTROL OF ITINERARY

As stated in Supplementary Regulations (art. 11.12.4), we are controlling electronically the passage for each one of the diagrams in the Road Book (considered as PRECISE WAYPOINT (WPP)).

The passage of the vehicle through each road direction diagram is registered by the GPS.

Through the passage at each diagram the Stella RESTART automatically to the total distance. The validation distance for each diagram are 20 meters, and the system send a “bip”.

It will be shown in the screen the number associated to this diagram in the road book

Competitors must pass through all road direction diagrams in chronological order and cannot drive back to get a previously missed diagram.

At the end of each Leg, the GPS may be inspected to control the validation of the road book diagrams.

1.2. SPECIAL ATTENTION TO AVOID “SHORTENING” IN SELECTIVE SECTIONS

Infringements will be penalised accordingly art. 43. Appendix I “List of Penalties” of 2026 FIA CCR SR.

1.3. CROSS ROADS AND SAFETY POINTS

We remind competitors that the Special Stages route ARE NOT EXCLUSIVELY RESERVED TO COMPETITORS, although we have taken many work and great care in safety:

A car missing at any passage will cause the start-up of all the safety measures. Thus, it is that we require all competitors to inform – by means of phone or other means – any accident or any other incident.

1.4. ROUTE INFORMATION - ROAD SECTIONS

Signage at the road sections is only valid for the FIM Europe and FMP event.

The FIA and FPAK event must strictly follow the roadbook and ignore the signs intended for motorcycles. Pay attention to the road sections, as they use national and regional roads that will have heavy traffic.

Extra caution is advised regarding speed during the road sections, especially in towns and villages crossed by the event, where speed checks will be placed.

1.5. STAGES

All waypoints (WPP) must be completed and validated, as stipulated in Article 43.1.2 of the FIA CCRSR 2026.

In accordance with Supplementary Regulations, each diagram/note in the roadbook—designated as a Precise Waypoint (WPP)—will be electronically monitored to ensure accurate passage tracking.

The vehicle's passage through each road direction diagram is recorded via GPS tracking.

The validation distance for each diagram is 20 meters, and the system emits an audible beep upon successful registration.

Participants must pass through all road direction diagrams in chronological order and are not allowed to return to retrieve any diagram that was previously missed.

At the end of each stage, the GPS device may be inspected to verify the validation of the roadbook diagrams.

1.6. SPEED CONTROLS ZONES

All speed control zones are clearly marked in the roadbook.

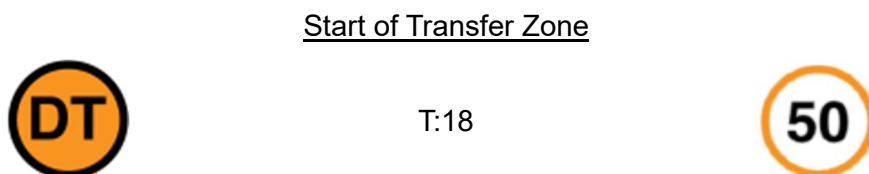


Throughout the stage, there are signs indicating the start and end of speed control zones, as well as the maximum speed allowed.

There is no advance warning signage for the speed control zones.

1.7. TRANSFER ZONES

At the start of each Transfer Zone, the Stella III begins a countdown of the minutes allocated to cover the distance.



The Roadbook includes the designations DT and T- (minimum time).

100 meters before the starting area, there will be a yellow flag where all competitors must wait for their designated start time. The crew should only pass this flag in the final minute before the ideal starting time.

100 meters before the end of the Neutralization Zone



End of Neutralization Zone / Start Area



(The start must be carried out with the vehicle at a complete standstill)

Departure after the end of the Transfer is the responsibility of the crew.

TRANSFERS SS1 - PORTEL 1 / SS3 - PORTEL 2

DT	Start Km	End Km	Average	Time	Max. Speed (km/h)
1	18,06	21,40	33 km/h	06:00	50 km/h
2	51,23	59,61	56 km/h	09:00	90 km/h

TRANSFERS SS2A - REGUENGOS 1 / SS2B - REGUENGOS 2

DT	Start Km	End Km	Average	Time	Max. Speed (km/h)
1	12,43	13,81	30 km/h	03:00	50 km/h
2	85,07	87,77	33 km/h	05:00	50 km/h
3	97,23	101,78	39 km/h	07:00	50 km/h
4	105,49	106,57	22 km/h	03:00	30 km/h
5	117,24	118,95	52 km/h	18:00	50 km/h
	118,95	133,01			90 km/h
6	140,20	143,24	36 km/h	05:00	50 km/h
7	157,49	160,31	25 km/h	10:00	50 km/h
	160,31	161,76			30 km/h

1.8. HAZARDS

Please note that the area near Km 40 of SS1 (Portel 1) / SS3 (Portel 2) has several camber changes:

38,91 3,86 86		
39,80 0,89 87		
40,68 0,88 88		

Danger 3

Stage 1: The following Danger 3 points must be observed in selective sectors SS2A and SS2B:

103,28 0,50 203		P VG-V FOLLOW FENCE onR (11)
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136,45 0,37 265		CC 19 (17) 38.39824° -7.30026°
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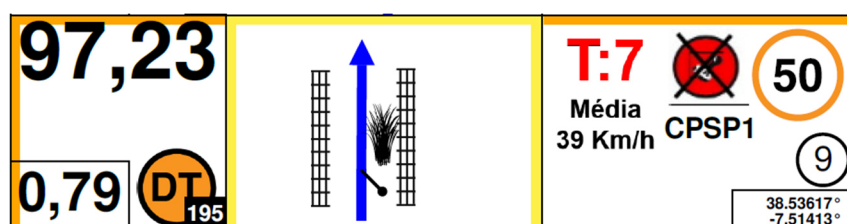
165,60 0,48 330		(27)
166,03 0,43 331		(28)

Stage 2: There are no Danger 3 points to report.

1.9. MAXIMUM TIME ALLOWED TO COMPLETE THE SELECTIVE SECTIONS:

- Prologue – 00:15
- SS 1 (Portel 1) – 01:15
- SS 2A (Reguengos 1) – 03:30 *
- SS 2B (Reguengos 1) – 03:30 *
- SS 2 (Portel 2) – 03:30

* The SS 2A and SS 2B selective sections will have a CPV at Km 97,23 with maximum time allowed of 02:00



2. ALARM AND TRACKING SYSTEM

THE SYSTEM IS SET UP TO RECEIVE THE REQUESTS AT 300 METERS

2.1. ALARM SYSTEM “VEHICLE TO VEHICLE”

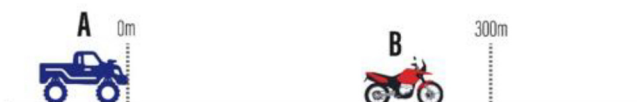
We have put on each car a “vehicle to vehicle” alarm system called “STELLA” to help cars during the overtaking manoeuvres, and we think this will increase the rally safety standard.

This alarm system is received and checked on – line for all the vehicles at Race Control.

According to art. 47.3.3 the system is registering ALL the request to overtake received and the time.

If a vehicle receives THREE (3) requests for overtaking within a period of 45 seconds (or less) the system shows automatically a regressive clock of 60 seconds (time limit to allow passing as per art. 47.3.3):

OVERTAKING / BLUE FLAG



The system controls on-line the potential overtaking and the time elapsed after the reception of the three requests and gives an alert to Race Control.

As stated in art. 47.3.3 infringements will be penalized as per Appendix I - "List of Penalties" of 2026 FIA CCRSR.

2.2. SOS SITUATION.

Position control system GPS – SOS System

Also - and according to Cross Country Rallies regulations – all cars are fitted with a satellite position system (GPS) that allow us to know, from the Rally Headquarters, the position of each vehicle for their easier localization.

You have all the instructions on the web page and any additional explanation required should be given to you immediately.

2.3. OPERATION: SOS button: (mandatory use only in emergencies)

The SOS button should be used ONLY in an emergency.

It should be hold for 5 seconds when the team suffers or see an accident that requires medical help. Pressing the button, automatically activates the voice connection with Race Control.

If you must leave the vehicle urgently (eg.: fire or rollover) GPS may be removed from the vehicle and used as a mobile phone.

The misuse of it or use to communicate any other subject not concerning medical help should be immediately reported to the Stewards.

When the Clerk of the Course, at its sole discretion, believes that the emergency and risk have ended, the GPS will be disconnected to open the channel to other competitors.

3. SERVICE AREA / PARC FERMÉ

3.1. ACCESS AND CIRCULATION WITHIN THE SERVICE AREA

Entry into the Service Area shall be exclusively via the designated access point labeled below as "TECHNICAL ZONE IN / ZONA DE TÉCNICA IN". **All vehicles must wait their turn on the right-hand shoulder of the tarmac access road.**

Following the mandatory ten-minute stop in the Technical Zone, as stipulated in Article 25.1.1 of the FIA CCRSR 2026, access to the Service Area must be conducted through the time control point identified, in the image below, as "SERVICE PARK IN / ZONA DE ASSISTÊNCIA IN".

The prescribed circulation direction within the Service Zone must be strictly adhered to at all times.

The maximum permitted speed within the Service Area is 30 km/h. Compliance with this limit is mandatory and will be subject to verification.

Exit from the Service Area shall be made solely through the time control point marked below as "SERVICE PARK OUT / ZONA DE ASSISTÊNCIA OUT". **Beware the physical location of the control has changed (see picture below).**

In accordance with Article 35.4 of the FIA CCRSR 2026, all approaches to time control points must follow the official route of the event. Re-entry into any control point is expressly prohibited.



3.2. PROCEDURES

All Time Controls must be followed by the crews, except at the end of Stage 1, controls TC 2G (Service Park D Out) and TC 2H (Parc Fermé In), where the competing vehicle may be driven by an authorised representative of the competitor, provided that all formalities related to the timecard presentation and associated penalties, including the submission of the control card, are duly respected (Article 25.1.1 of the FIA CCRSR 2026).

At the entrance of the Parc Fermé (TC 3C), a document will be handed out to the crews, so that teams can retrieve their vehicles, after the Parc is officially opened.

The retrieval of the vehicles from the Parc Fermé will only be authorized upon presentation of the aforementioned document. Without it, vehicle retrieval from the Parc Fermé will not be permitted.

4. GENERAL INFORMATION

4.1. FIRE HAZARD

Due to high temperatures, all competitors are strongly urged to exercise maximum caution due to the high fire risk.

Participants are reminded that shortening or deviating from the official course is strictly prohibited.

Organizers will place special emphasis on enforcing this rule, particularly regarding shortcuts through cultivated areas, due to the potential fire hazard and damage that may result.

Competitors are also requested to report any fire-related incidents via the emergency phone number.

Prompt alerts are essential to initiate all necessary safety and firefighting measures.

Please note that it is still harvest season, so extreme caution is advised, and participants should remain vigilant for agricultural machinery.

4.2. SAFETY DETAIL

The following safety structures will be available throughout the entire event:

- 10 medical crews
- 12 ambulances
- 12 firefighting vehicles
- 126 GNR officers
- 44 marshals

Medical post near the Service Park, maned with a permanent doctor

4.3. EMERGENCY NUMBER



Best of luck to you all!