



GENERAL AND DAILY BRIEFING - AUTO

Automóvel Club de Portugal thanks you once again for your presence at the 39th 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.

Thank you!

Accreditation and access

On the 24th, access to the prologue is only permitted for Team Manager accreditations.

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.

On the 23th at 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 equipment.

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 (!!!), 200m before the Stella III and Stella 6 e produces a sound and shows a flashing red triangle; at the danger location the triangle will freeze and turns itself off.

Additional support for Road Book distances:

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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 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.

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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

Race Control Telephone: + 351 914 030 942
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, the paper version (backup, there is no penalty for using the road book) is available at the secretariat 30 minutes before the time set for the Start of the first competitor in the stage.

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

On the 24th, the code unlocks section 1 in addition to the prologue.

On stage 2, the code unlocks both sections.

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:

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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 III or Stella 6. 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

NERPOR Auto Refueling

The placement of fuel recipients at the refueling point can only be done on October 24th. 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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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 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:

**BAJA500FIA
BAJA500MOTO
BAJA500NACIONAL**

DAILY BRIEFING – 24-10-25

CARS

DESCRIPTION OF SS1

This is a 70km SS, which tends to be fast, with some winding areas, but basically good, sandy road with few stones.

The heavy rains of the last few days have created several waterlogged areas that may not be marked in the Road Book, so we'll be reinforcing the markings on the ground in several places.

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Several crossings of railroad lines, using DZ zones, in any case, in the event of a compulsory stop signaled 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. Between the end of the Prologue, in Portalegre, and the entrance to the Regroup, the route passes several fuel stations marked in the Road Book and on the plan below.

The Baja de Portalegre is a very popular event, and you will have the opportunity to confirm this throughout the race.

IMPORTANT POINTS SS1

19,96 1,92 S 55	!!! E3 200m	↘ S	4
20,80 0,26 S 57	!!!		5
23,08 0,20 S 65	!!!	↘ / 100m	30 7
34,98 0,07 S 89	!!!		30 10

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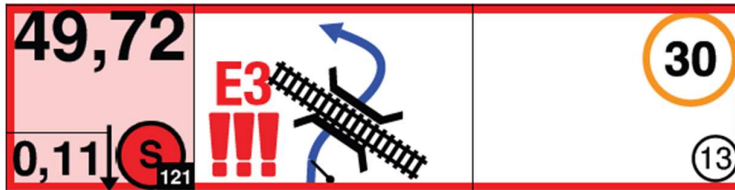


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ROAD BOOK MODIFICATIONS

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 25-10-25

CARS

DESCRIPTION OF SS2 AND SS3

The first 60 km of SS2 run along fast, well-paved roads.

Between km 40 and km 41, the route was used in SS1 and can be somewhat degraded.

Between km 72 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 172 and km 177, 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.

SS3 maintains the characteristics of SS1, with a sandier and winding surface between trees. Possibly slower, but with similar road conditions, although the FMP (Portuguese Motorcycle Federation) motorcycles, quads, and SSVs have already passed through the first 115km.

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.

IMPORTANT POINTS SS2

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APOIOS





15,76

0,15

62

100m

kpR

!!!

2

34,23

0,21

102

IMP kpL

!!!

9

55,12

0,14

133

CX

E3

!!!

12

98,66

0,57

228

E3

!!!

FPP

18

121,58

0,49

270

BAD

50m

!!!

21

141,72

0,39

300

!!!

25

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APOIOS





148,60		
0,62		(28)

152,72		
0,24		(31)

154,72		IMP kpR onL
0,44		(32)

176,67		
0,35		(36)

IMPORTANT POINTS SS3

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APOIOS





15,81	!!! E3		P
0,54	S ₅₂		

43,58	E3		← COMENDA → FERRARIA
0,24	S ₁₀₁		CC 43

125,76		!!!	18
0,14			

140,37		!!!	30
0,13			S ₂₇₀

143,88		E3	30
0,19			S ₂₇₅

159,42		!!! E3	32
1,59			

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159,72		
0,17		

194,61		
0,50		

TRANSFER ZONES

Transfer SS2 - Auto		
DT - km 66,95	5,15km	T:8m
FT - km 72,10		
DT - km 126,16	7,68km	T:8m
FT - km 133,84		
DT - km 143,22	4,76km	T:5m
FT - km 147,98		
DT - km 168,53	3,53km	T:5m
FT - km 172,06		

Transfer SS3 - Auto		
DT - km 48,73	1,13km	T:3m
FT - km 49,86		
DT - km 105,66	0,83km	T:2m
FT - km 106,49		
DT - km 130,47	3,83km	T:6m
FT - km 134,30		
DT - km 161,28	6,78km	T:7m
FT - km 168,06		
DT - km 172,03	7,59km	T:8m
FT - km 179,62		

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 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 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.

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