



October 23rd to 25th

SUPPLEMENTARY REGULATIONS



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Art. 1 Introduction

Name of the event: **Baja Portalegre 500**

Date of the event: **October 23rd to 25th**

Art. 1.1 Preamble

This event will be run in compliance with the FIA International Sporting Code (ISC) including appendices, the FIA Cross-Country Rally Sporting Regulations (FIA CCRSR) including appendices, the WADA/NADA Codes, and the FIA Anti-Doping Regulations, as amended from time to time. The National Road Traffic Regulations of the countries the event passes shall apply. Unless provided otherwise by these Supplementary Regulations, the provisions of the above Rules and Regulations shall apply.

Any modifications, amendments and/or additions to the Rules and Regulations shall be made in the form of numbered and dated bulletins. Bulletins will be issued by the Organiser, up to the commencement of administrative checks with the approval of the FIA, after the administrative checks by the Stewards of the Meeting. Exceptionally, modifications to the itinerary may be made by the Organiser. Additional information will be published in the Rally Guide. All FIA regulations can be found at <https://www.fia.com/regulations>.

The various documents will be written in English *and Portuguese*. In case of any discrepancy the English text will be binding.

The FIA Cross-Country Rally Sporting Regulations are available at:

<https://www.fia.com/regulation/category/100>

Art. 1.2 Length of Selective Sections

Prologue	5	km
Stage 1:	60	km
Stage 2:	350	km

TOTAL (included prologue) 415 km

Art. 1.3 Overall numbers and total distance of the itinerary (See Appendix 1)

Number of Stages	2	
Number of Sections	3	
Number of Selective Sections	3	
Total distance of the itinerary (included prologue)	580	km

Art. 1.4 Route terrain on Selective Sections.

Gravel/dirt tracks	100	%
Open desert	0	%
Dunes	0	%

Stage 1 and 2 **Safety Type Track**

Art. 2 Organisation

Art. 2.1 Championships and titles for which the Baja counts

FIA World Cup for Cross-Country Bajas and FIA European Cup for Cross-Country Bajas

- FIA World Baja Cup for Drivers
- FIA World Baja Cup for Navigators
- FIA World Baja Cup for Teams

- FIA World Baja Cup for Junior Drivers
- FIA World Baja Cup for Master Drivers
- FIA World Baja Cup for Ultimate Drivers
- FIA World Baja Cup for Ultimate Navigators
- FIA World Baja Cup for Challenger Drivers
- FIA World Baja Cup for Challenger Navigators
- FIA World Baja Cup for SSV Drivers
- FIA World Baja Cup for SSV Navigators
- FIA World Baja Cup for Stock Drivers
- FIA World Baja Cup for Stock Navigators
- European Baja Cup for Drivers
- European Baja Cup for Navigators
- European Baja Cup for Teams
- European Baja Cup for Junior Drivers
- European Baja Cup for Master Drivers
- European Baja Cup for Ultimate Drivers
- European Baja Cup for Ultimate Navigators
- European Baja Cup for Challenger Drivers
- European Baja Cup for Challenger Navigators
- European Baja Cup for SSV Drivers
- European Baja Cup for SSV Navigators
- European Baja Cup for Stock Drivers
- European Baja Cup for Stock Navigators

FPAK – Portuguese Cross-Country Championship (CPTT)

Art. 2.2 Approvals

ASN registration number / Visa

Visa No.: **FPAK 2337/2025** Approved on: **18/07/2025**

FIA VISA

Visa No.: **06WBC/250729** Issued on: **29/07/2025**

Art. 2.3 Organiser’s name, address, and contact details

Organiser: Automóvel Club de Portugal
 Organiser’s representative: ACP Motorsport
 Street/P.O. Box: Rua General Humberto Delgado, 3
 Post code/city: 2685-340 Prior Velho - Portugal
 Phone and fax: Phone: +351 219 429 187 – Fax: +351 219 429 192
 E-mail: acpmotorsport@acp.pt

Art. 2.4 Organising Committee

Organising Committee: Carlos Barbosa
 Marta Barbosa
 João Mendes Dias
 João Jordão

Art. 2.5 Stewards of the Meeting

	Name
Chairperson	Wolfgang GASTORFER (GER)
FIA Steward	Kostyantyn BEVZ (UKR)
ASN Steward	Paulo LAGINHA
Secretary of the Stewards	Sónia MARTINEZ

Art. 2.6 FIA Delegates & Observer

	Name
FIA Observer	Jan SEINEN (NED)
FIA Technical Delegate	Emanuele SAGLIA (FIA)
FIA Technical Delegate Assistant.	Mohand ABDELMOULA

FPAK Delegate & Observer

	Name
FPAK Observer	Tba
FPAK Technical Delegate	Tba

Art. 2.7 Senior Officials

	Name	License no.
Event Director:	Orlando Romana	Tba
Clerk of the Course:	Horácio Rodrigues	Tba
Deputy Clerk of the Course:	Jaime Santos	Tba
Deputy Clerk of the Course:	João Costa	Tba
Secretary of the Event:	Vanda Marcelo	Tba
Chief Safety Officer:	Jaime Santos	Tba
Deputy Chief Safety Officer:	Bruno Vilela	Tba
Logistic Manager	Nuno Vieira	Tba
Service Park Manager	Filipe Santos	Tba
Scrutineers (Chief Scrutineer):	Daniel Ribeiro	Tba
Scrutineer	Jorge Nogueira	Tba
Scrutineer	Hugo Silveira	Tba
Scrutineer	Pedro Santos	Tba
Scrutineer	Pedro Borges	Tba
Scrutineer	Filipe Rodrigues	Tba
Scrutineer	Pedro Santa	Tba
Scrutineer	Luis Santa	Tba
Scrutineer	David Raposo	Tba
Scrutineer	Marco Vaz	Tba
Scrutineer	Francisco Guerreiro	Tba
Scrutineer	Pedro Sequeira	Tba
Scrutineer	Guadalupe Gomes	Tba
Scrutineer	Fernando Jorge	Tba
Chief Medical Officer (CMO):	Dr. Rui Massena	
Deputy Chief Medical Officer:	Dr. Pedro Barradas	
Timekeeping (Chief Timekeeper):	Anube	
Competitors' Relations Officer (CRO):	Franco da Silva	Tba
Competitors' Relations Officer (CRO):	Palmira Martins	Tba
Results	Anube	
Press Officer:	Marco Barbosa	
Environmental Officer:	Bruno Silva Gomes	Tba

Art. 2.8 Location of Rally HQ and contact details

Name: NERPOR
 Street: Parque de Feiras e Exposições
 Post code, city: 7300-306 Portalegre
 Phone: to be published in a Bulletin.
 E-mail: acpmotorsport@acp.pt

Rally HQ in operation: from *October 23* to *October 25*

Service Park in operation: from *October 20* to *October 26*

Official Digital Notice Board (DNB): www.bajaportalegre500.com / Sportity Pass: **BAJA500FIA**
 There is no official physical display board

Art. 3 Programme in chronological order and locations

Date:	Time:		Location:
July 30	18h00	Publishing of the supplementary regulations https://www.bajaportalegre500.com/content.aspx?menuid=19	Website
		Promotional fee Entries https://provasdesportivas.acp.pt/	Website
		Issuing of Rally Guide https://www.bajaportalegre500.com/content.aspx?menuid=19	Website
October 3	18h00	Closure date of entries at promotional fees https://www.bajaportalegre500.com/content.aspx?menuid=19	Website
October 9	18h00	Closure date of entries https://www.bajaportalegre500.com/content.aspx?menuid=19	Website
October 17	18h00	Publication date of entry list	Official DNB
October 22	10h00 / 22h00	Accreditations	STADIUM
October 23	07h00 / 20h00	Accreditations	STADIUM
	07h30 / 23h00	Secretariat opens	NERPOR
	07h30 / 16h00	Administrative checks	NERPOR
	07H30	Driver's Briefing, only in written format – Publication on Official DNB	Official DNB
	07h30 / 16h00	Collection of material and documents	NERPOR
	07h30 / 16h00	Collection of rally safety tracking system	NERPOR
	07h30 / 16h00	Collection of navigation GPS (NAV-GPS), Digital Road Book	NERPOR
	09h00 / 18h00	Scrutineering – sealing & marking of components	NERPOR
	10h00 / 16h00	Reconnaissance of the Prologue, Road Book available on the SPORTITY app from 9:30 am	COUTADAS
	10h00 / 19h30	Opening of media centre and Media Accreditations	STADIUM
	17h00	Technical Instructions on the use of the 'Roadbook Digital' and STELLA III	NERPOR
	18h00	Publication of the General Briefing	Official DNB
	19h00 / 20h00	Re-scrutineering for car which did not pass	NERPOR
	20h30	Publication of start list for the Prologue	Official DNB
	20h30	Publication of start list for Ceremonial Start	Official DNB
21h00	Press conference	PORTALEGRE	

		Starting area before the Ceremonial Start	Jardim do Tarro
	21h30	Ceremonial Start	
October 24	08h00 / 13h00	Opening of Media Accreditations	STADIUM
	08h00 / 20h00	Opening of Media Centre	NERPOR
	09h00 / 22h00	Secretariat opens	NERPOR
	10h45	Start of Prologue	COUTADAS
	12h20	Regrouping IN	PONTE DE SOR
	12h40	Publication of Provisional Classification of the Prologue	Official DNB
	13h10	Selection of Starting Position after Prologue	PONTE DE SOR
	ONE HOUR BEFORE their individual scheduled Start Time for Stage 1 – Section 1	Re-scrutineering, cars which have not finished the Prologue	PONTE DE SOR
	13h30	Publication of start list for Stage 1, Section 1	Official DNB
	14h10	Start of Stage 1, Section 1 (estimated time of 1 st car)	PONTE DE SOR
	18h00	Publication of the Daily Briefing	Official DNB
	19h15	Finish of Stage 1 (estimated time of 1 st car)	NERPOR
	20h00	Re-scrutineering, cars to re-start after retirement	NERPOR
	21h30	Publication of start list for Stage 2	Official DNB
October 25	06h00 / 21h30	Secretariat	NERPOR
	06h00 / 20h00	Opening of Media Centre	NERPOR
	06h15	Start Stage 2 (estimated time of 1 st car)	NERPOR
	15h30	Finish of Stage 2 (estimated time of 1 st car)	NERPOR
	16h30	Podium Ceremony	NERPOR
	16h30	Final scrutineering; Immediate after the Podium Ceremony (following the marshals' instructions)	NERPOR
	17h00	Press Conference	NERPOR
	18h30	Publication of Provisional Classification	Official DNB
		Publication of Final Classification - "After the Stewards have declared the Final Classification".	Official DNB
	19h30	Prize giving ceremony	NERPOR

Art. 4 Entries

Art. 4.1 Closing date for entries

See programme in chronological order (SR Art. 3) and FIA CCRSR Art. 17

Art. 4.2 Entry procedure

Art. 4.2.1 Entries must be submitted in accordance with the FIA CCRSR Art. 16 – Art. 18.

See also FIA International Sporting Code Art. 3.8 – Art. 3.14

Those wishing to take part in Baja Portalegre 500, must register and fill in the electronic entry form available at <https://provasdesportivas.acp.pt/>

The entry form must be accompanied by a copy of the valid competitor's licence. If one of the drivers will be the competitor, he must hold a valid a competitor's licence and a driver's competition licence.

All competitors taking part in the baja must ensure that their drivers and navigators sign the driver declarations and undertakings form as published in Official DNB.

To be accepted competitors must send proof of payment of the entry fee by email to the secretariat acpmotorsport@acp.pt by the closing date of entries.

The following documents must be attached to the same email:

- Photocopies of the valid competitor's licence
- Photocopies of the driver's and navigator's competition licences
- Photocopies of the driver's and navigator's valid driving licences
- Photocopies of the driver and navigator's passports or identification
- Photocopies of the ASN authorisation, for all foreign competitor and / or drivers
- Photocopies of the Vehicle Registration papers
- Photocopie of the FIA Technical Passport
- Photocopie of the car insurance cover certificate

Mailing address for entry form:

Name: ACP Motorsport
Street: Rua General Humberto Delgado, 3
Post code/city: 2685-340 / Prior Velho - Portugal
Phone: +351 219 429 187
Fax: +351 219 429 192
E-mail: acpmotorsport@acp.pt

An entry application (made electronically) <https://provasdesportivas.acp.pt/> will be accepted only if accompanied by the total entry fees.

Art. 4.2.2 Driver declaration and undertakings

FIA Cross-Country Rally Sporting Regulations, Article 1.1.7: *“All competitors taking part in a Championship event must ensure that their drivers and navigators sign the driver's declarations and undertakings form as attached in Appendix XI.”*

Please print, fill in and sign the Driver's Declarations and Undertakings available at:

<https://www.fia.com/regulation/category/100> (under RELATED DOCUMENTS)



The completed and signed Driver's Declarations and Undertakings must be handed to the organiser at the administrative checks.

Art. 4.2.3 FIA Baja Cups and Points

In order to score points, competitors **must register** with the FIA up to the closing date for entries for the first baja for which they wish to score points.

Registrations must be made using the entry form available on the FIA website:

<https://registrations.fia.com/bajas>

NEW - Selection of events (FIA World and European Baja Cups): The driver/team **must designate a maximum number of bajas** on which he wishes to score points:

- Six (6) for the **World Cup**
- Seven (7) for the **European Cup**

- Four (4) for the Middle East Cup

This designation must be made before the closing date for entries for each baja, using the form on the FIA website (link above). **No changes** may be accepted **after the closing of entries** for each baja.

The FIA Baja Cups for **Teams** is reserved for **legal entities** holding a competitor's licence. Only registrations with a proof of payment of the registration fee will be accepted.

For further information, please refer to V2, Art. 3.1.7 to 3.5 and V3, Art 3.4, 3.5 of the FIACCRSR.

Art. 4.3 Number of competitors accepted and vehicle classes

Art. 4.3.1 The number of competitors shall be limited to: 80

The minimum number of entered automobiles required is: 30

If that number is not reached, the Organiser may cancel the competition after obtaining the FIA's approval.

Art. 4.3.2 Eligible cars

- **Ultimate:**
- **Stock:**
- **Challenger:**
- **SSV:**

Art. 4.3.3 Groups/Classes of vehicles

Group	Class	Vehicle
ULTIMATE (ULT)	T1+	Prototype Cross-Country Vehicles 4x4 complying with 2025 Appendix J, Art. 285-11
	T1.1	Prototype Cross-Country Vehicles 4x4 complying with 2025 Appendix J, Art. 285
	T1.2	Prototype Cross-Country Vehicles 4x2 complying with 2025 Appendix J, Art. 285
	ULTS	SCORE Truck or Buggy vehicles approved by the FIA (see FIA CCRSR Art. 8.4)
STOCK (STK)	STK	Series Production Cross-Country Vehicles complying with 2025 Appendix J, Art. 284
	T2.1	Series Production Cross-Country Vehicles complying with 2024 Appendix J, Art. 284
	T2.2	Series Production Cross-Country Vehicles with expired homologation, complying with 2024 Appendix J, Art. 284
CHALLENGER (CHG)	T3.U	Lightweight Prototype Cross-Country Vehicles complying with 2025 Appendix J, Art. 286-14
	T3.1	Lightweight Prototype Cross-Country Vehicles complying with 2025 Appendix J, Art. 286
	CHGS	SCORE UTV vehicles approved by the FIA (see FIA CCRSR Art. 8.4)
SSV	SSV1	Cross-Country Side-by-Side Vehicles complying with 2025 Appendix J Art. 286A (turbo up to 1050cc and atmo from 1050cc to 2000cc)
	SSV2	Cross-Country Side-by-Side Vehicles complying with 2025 Appendix J Art. 286A (atmo up to 1050cc)
	T4	Modified Production Cross-Country Side-by-Side (SSV) Vehicles with a FIA Technical Passport issued before 31.12.2025 and complying with 2024 Appendix J, Art. 286A

See also FIA CCRSR Art. 8 for additional provisions.

Art. 4.4 Entry fees/entry fee packages (VAT not included, 23% VAT will be applied)

With organiser's optional advertising (see also FIA CCRSR Art. 20.2)

GROUP	FROM 14/7/2025 TO 3/10/2025	FROM 4/10/2025 TO 09/10/2025
Ultimate	3.365€	5.050€
Stock		
Challenger		
SSV		

Without organiser's optional advertising: (see also FIA RRSR Art. 20.2)

GROUP	FROM 14/7/2025 TO 3/10/2025	FROM 4/10/2025 TO 09/10/2025
Ultimate	5.385€	8.080€
Stock		
Challenger		
SSV		

Information regarding VAT

- Invoices issued to EU and foreign companies are not subject to VAT (VAT- Reversed charge);
- Invoices issued to individuals from any nationality or to Portuguese companies are subject to VAT – tax rate of 23%

INCLUDED IN THE ENTRY FEES
Insurance of civil liability towards third parties
1 SERVICE sticker
1 TEAM MANAGER sticker
1 Pass SECRETARIAT ACCESS
2 DRIVER individual pass
1 TEAM MANAGER individual pass
4 ASSISTANCE individual passes
Rental of Anube STELLA III equipment (Vehicle to vehicle communication system, speed control zones and GPS-GSM / Safety tracking system)
Rental of electronic Road Book
Everything not mentioned is no included

Art. 4.5 Payment

Any entry not accompanied by the entry fee shall be, according to Art. 3.9.3 of FIA International Sporting Code, null and void. The entry fee shall be paid by PAYPAL, CREDIT CARD or by bank transfer to the account indicated below (adequate proof of payment must be attached to the entry form):

Organiser's bank details:

Bank: BPI
IBAN: PT50001000002673878001239

Account holder: Automóvel Club de Portugal
BIC: BBPIPTLP

Art. 4.6 Entry fee refunds

The entry fee shall be refunded in full:

- if the event does not take place
- to teams whose entry application is rejected.

The organiser may partially refund entry fees if a competitor cannot take part in the event due to a duly proved case of force majeure.

Subject to the application reaching the organiser per email.

The deduction will be:

- 25 % of the entry fees for requests received until 30 days before the administrative checks

- 50 % of the entry fees for requests received until 8 days before the administrative checks
There will always be a deduction of 25% (file fee).

Other situations of *force majeure* not mentioned are subject to analysis and approval of the Organising Committee.

Art. 5 Insurance Cover

The entry fees include the civil liability insurance towards third parties, in accordance with the Portuguese law.

The maximum indemnity per accident is limited to 48 560 000€ or 9 760 000€ in corporal or material damages, respectively.

Competitors are reminded that only damage caused to third parties by the organisers and/or the entered drivers is covered by the insurance policy taken by the Organisation. Injury to the drivers themselves or damage to participating cars are not covered by this insurance.

Entrants and drivers are free to take on at their own convenience any individual insurance policy that they deem fit, independently from the above-mentioned liability insurance.

The service vehicles, even those bearing special plates issued by the organisers, may never be considered as official participants in the rally. They are therefore not covered by the insurance policy of the rally and remain the sole responsibility of their owners.

By submitting their entries, the competitors, drivers, and car owners waive any claims or rights to pursue action for damages in connection with the event against the organiser.

Automóvel Club de Portugal, as well as the organizing committee, declines all responsibility for all accidents that may occur during the race.

When competing outside their countries, crews must have taken out an international insurance policy covering their evacuation/repatriation, if necessary, after an accident.

Insurance Company:

AGEAS Portugal – Companhia de Seguros

Rua Gonçalo Sampaio, 39

PORTO

Apólice: <https://www.fpak.pt/sites/default/files/ficheiros/2021-12/Condi%C3%A7%C3%B5es%20Gerais%20RC%20Provas%20Desportivas%2028004512404759%29.pdf>

Art. 6 Advertising and Identification

According to Art. 19 and 20 of FIA CCRSR

See Appendix 3 of these SR “Decals and positioning of supplementary advertising”.

The organiser will provide each crew with the advertising and identification panels, which must be affixed to their vehicles in the stated positions prior to scrutineering. According to Art. 19.1.4 of FIA 2025 CCRSR: panels may be cut out if the shape of the bodywork does not allow the panels to be affixed in one piece

Art. 6.1 Obligatory organiser’s advertising

Baja Portalegre 500 / BP

Rally plate:

Size of rally plates (width x height):

- General: 43 x 21cm
- Groups Challenger/SSV front plate: 19 x 18cm

These plates must be affixed, parallel to the wheel axle, to the front and rear of the Vehicle. These plates shall incorporate the Competitor’s race number and may include advertising.

Size of race number panels (width x height):

- Group Ultimate (except class T1.2)/ Stock: 36 x 36cm

- Class Ultimate T1.2: 36 x 36cm
- Groups Challenger/SSV: 30 x 31cm

These panels must be affixed to the right and left sides of the vehicle, on the front door, in the area between the wheel arches provided they are fully visible from the side, and on the roof of the Vehicle, readable in the direction of travel.

It is not allowed to cut the panels. However, they may be cut out if the shape of the bodywork does not allow the panels to be affixed in one piece."

Windscreen Band - **Baja Portalegre 500 / BP / ACP**

This banner, which may incorporate the Competitor's race number, must be affixed to the upper part of the windscreen. No other advertising sticker may be affixed under it.

Size of windscreen band (width x height): 110 x 10cm

Dashboard Stickers

These stickers, designed to remind crews of safety-related information, must be visibly displayed on the dashboard.

Size of dashboard stickers: 12 x 8cm

Art. 6.2 Optional organiser's advertising

Additional organiser's advertising:

ACP / Ponte de Sor / MCoutinho Drive by FORD / Altas Quintas

Spaces on the vehicle that must be kept free:

Size of optional advertising panels (width x height):

- Group Ultimate (except class T1.2)/ Stock: 42 x 44cm
- Class Ultimate T1.2: 36 x 36cm
- Groups Challenger/SSV: 30 x 31cm

For Groups Challenger/SSV, a metal bracket fixed to the rear rollbars can be added to allow the correct affixing of these panels.

Art. 6.3 Drivers and Navigators Identification

See Art. 21.1, of FIA CCRSR

Art. 7 Tyres

Art. 7.1 Regulations regarding tyres which may be used during the event

See Art. 10 of the FIA CCRSR and Art. 10.10 of Appendix V2 of the FIA CCRSR

From TCP0 onwards, **the number of tyres to be used by FIA Ultimate Priority drivers is 10**

Art. 7.2 National laws or special requirements

Not applicable

Art. 7.3 Identification of the tyres

As per V2 - art. 10.10 of the FIA CCRSR, the FIA Priority drivers entered with Group Ultimate vehicles must use tyres fitted with FIA barcodes."

Art. 8 Fuel

All type of fuel must follow Appendix J Art. 252.9. (Art. 56 of the FIA CCRSR).

Art. 8.1 Technical Requirements

See Art. 56.2 of the FIA CCRSR (Refuel Quick-Couplings)

Art. 8.2 Ordering procedure

Not applicable

Art. 8.3 Closing date for ordering fuel

Not applicable

Art. 9 Administrative checks

Art. 9.1 Documents to be presented:

See Art. 22 of the FIA CCSR

To keep the time required for the administrative checks to the necessary minimum, make sure to bring and present the following documents:

- Competitors' licence valid for the competition.
- Driver's and navigator's competition licences valid for the competition (see Art.7 and 9 of Appendix L)
- Driver's and navigator's valid driving licences
- Driver's and navigator's ID cards/passports
- ASN authorisation for all foreign competitors and/or drivers
- Driver's declaration and undertaking forms, signed by the driver and the navigator
- Vehicle registration certification
- Authorization of the owner of the vehicle (if different from the competitor)
- Vehicles Insurance cover certificate
- FIA Technical Passport
- Drivers and navigators' declaration and undertakings (See DNB)

Art. 9.2 Timetable

See programme (SR Art. 3)

Individual times to be published in a Bulletin.

At the Time Control "V1" a timecard will be issued.

- A time control (V1) will be installed immediately before administrative checks.
- Any delay at the presentation at this time control will result in the following fines:

from 1 to 15 minutes	150 €
from 16 to 30 minutes	250 €
> 30 minutes	500 €
> 60 minutes	Start may be denied

Art. 10 Scrutineering, Sealing and Marking

See Article 23 and Article 24 of the FIA CCSR.

Art. 10.1 Scrutineering, venue, and timetable

Cars may be presented at scrutineering by a representative of the team.

Timetable and venue

See programme (SR Art. 3)

A detailed schedule will be issued by means of a Bulletin.

A time control (V2) will be installed immediately before the scrutineering area.

Any delay at the presentation at this time control will result in the following penalties:

from 1 to 15 minutes	150 €
from 16 to 30 minutes	250 €
> 30 minutes	500 €
> 60 minutes	Start may be denied

Only the competitors whose vehicles will have been approved at the scrutineering will be allowed to clock at TC V3.

A time control (V3) will be installed immediately after scrutineering.

A time control (V4) * will be installed at the entrance of Parc Fermé, Jardim do Tarro (before the Ceremonial Start).

The maximum time allowed between “V3”, after the pré-event scrutineering with their car approved and “V4” entrance of Parc Fermé, Jardim do Tarro (before the ceremonial start) is: 01h30.

**check-in advance is authorized*

Art. 10.1.1 Mandatory documents

- Cars complete original FIA Homologation Document (if applicable)
- FIA Technical Passport
- SOS / OK board (see Art. 47.2.3 of the FIA CCRSR)

The installation of the tracking system and the NAV-GPS will be checked at scrutineering.

The complete original FIA homologation form / FIA Technical Passport and all other necessary certifications/documents must be available for final checks.

Art. 10.2 Drivers' safety equipment

All items of clothing including helmets and FHR (Front Head Restraint) intended to be used, e.g. HANS devices, must be presented for scrutineering. They shall be checked for compliance with Appendix L, Chapter III.

Each vehicle must be equipped with a medical kit from the FIA Technical List n°83, that must be placed inside the cockpit, and a survival kit according to FIA CCRSR Appendix IV-2.1 and the defined Safety Type (see SR Art. 1.5).

If necessary, due to weather conditions and after approval of the Clerk of the Course, it is allowed to use overgarments with standard EN 14116 (see Art. 47.1 of the FIA CCRSR 2025).

Art. 10.3 Installation of the Safety Tracking System and Navigation System

Art. 10.3.1 Safety Tracking System (FIA CCRSR Art. 12.1)

All vehicles must only be fitted with the Safety Tracking System (s) provided by the Organiser in it the waypoints (WPP) defined by the Organizer as established in SR Art. 11.11.5. The instruction for the use of the Tracking System is in the Appendix 5 and 6 of these SR.

The system will be collected (See SR Art. 3 – Programme) either by the crew or a representative and must be installed before the car is brought to scrutineering.

No deposit will be collected for the rally safety tracking equipment, but all the damage caused will be invoiced afterwards.

The Safety Tracking System devices must be removed at the entrance of the Final Parc Fermé. See FIA CCRSR Art. 57.7 and must be returned no later than 21h00 on Saturday, 25 October, or at Rally HQ Secretary in case of retirement.

For the purchase of an installation kit or other elements: <https://anubesport.com/pt>

Art. 10.3.2 Navigation System (NAV-GPS; FIA CCRSR Art.12.2)

Competitors are obliged to be equipped with one or two Navigation System(s) (NAV-GPS) downloaded with the waypoints given by the Organiser. When a crew uses two NAV-GPS, it must indicate in writing, at scrutineering, which of the two will be considered as the official one.

The Safety Tracking System(s) provided by the Organiser have included in it the waypoints (WPP) defined by the Organiser as established in SR Art. 11.11.5.

The system will be collected (See SR Art. 3 – Programme) either by the crew or a representative and must be installed before the car is brought to scrutineering.

No deposit will be collected for the rally safety tracking equipment, but all the damage caused will be

invoiced afterwards.

The navigation GPS (NAV-GPS) devices must be removed at the entrance of the Final Parc Fermé and must be returned no later than 21h00 on Saturday, 25 October.

For the purchase of an installation kit or other elements: <https://anubesport.com/pt>

Art. 10.3.3 Connection of the Systems

The specifications for the standard power connector are laid down in the FIA CCRSR Appendix VI. It is the competitor's responsibility to ensure that the Safety Tracking System(s) and the NAV-GPS always remain permanently connected and switched on with the antenna connected throughout the duration of the competition.

Art. 10.3.4 GPS Data Logger

Vehicles selected by the FIA after the publication of the entry list may be equipped with a GPS Data Logger to monitor their performances during the event.

Art. 10.4 On-Board Cameras

See Art. 11 of the FIA CCRSR

Competitors who wish to carry an on-board camera, must ask authorization of the Organizer, until 18h00 of the October 17, please send by mail technicalcar.bajaportalegre500@acp.pt

a) Competitors are obliged to accept, during the Rally:

- the fitting of a kit (power cables and mounting bracket);
- the fitting of onboard cameras;
- the fitting of an onboard sound system.

These systems will be installed in the Vehicles either temporarily or throughout the duration of the event, as required by the Organisers

b) Any crew refusing the system described above will be reported to the Stewards.

c) The camera will switch on automatically during Selective Sections and/or Road Sections. Competitors will be informed that cameras are operating by a light.

The camera must be operating and remain permanently connected, with power cables and aerials connected, throughout the Stage. All incidents caused by Competitors (loss, destruction, switching off, etc.) and/or all attempts at fraud or manipulation will be reported to the Stewards.

Team cameras, will be **identified by an adhesive decal by the Organiser** or the Promotor **and must be mounted in the vehicle at the time of scrutineering."**

Art. 10.5 Electronic Equipment

Any radio or electronic means of communication, or any other device not expressly permitted in FIA CCRSR regulations is forbidden on board the vehicles.

Art. 10.6 Special national requirements

Not applicable

Art. 11 Other procedures and regulations

Art. 11.1 Briefing

See programme (SR Art. 3)

Art. 11.2 Start Area

See Programme (SR Art. 3)

Art. 11.3 Ceremonial start procedures and order

See programme (SR Art. 3) See Art 30 FIA CCRSR.

Art. 11.4 Electronic start procedure at Selective Sections

See Art. 42.2 FIA CCRSR.

On the special stages the start will be given by an electronic system of count down.
The electronic system shows Race Number and last 15 seconds countdown, followed by the GO word that will be blinking for 3 seconds.
The countdown will be discounted second by second and will be clearly visible by the crew from the starting position.

A photocell placed 50 cm in front of the starting line will be used to detect jump starts.

Should the electronic start system fail the start will be given as specified in art. 42.3 FIA CCRSR.

Art. 11.5 Prologue

The Prologue is running according to the Article 34 of the FIA CCRSR.
According to the Programme, the reconnaissance of the Prologue is allowed either on foot, by normal and electric bicycle.

The maximum time allowed to make the Prologue is 20 minutes.

Art. 11.6 Finish procedures

The rally will finish at TC3A. From this point on all cars are subject to Parc Fermé rules until the Parc Fermé is opened at the instruction of the Stewards.

- The Podium ceremony will take place near the HQ.
- The following crews will be required to attend the podium Ceremony:
 - Highest classified national crew
 - SSV – CHALLENGER – STOKE – ULTIMATE winners
 - Finishers in General Classification 3rd – 2nd – 1st

In the event a car is not driveable for the above procedure, this must be reported to the Clerk of the Course and the crew members concerned must still attend the final podium Ceremony.

Art. 11.7 Permitted early check-in.

See Appendix 1 (itinerary, published by bulletin)

Art. 11.8 Official time used during the event.

Official time throughout the entire rally will be that of GMT+1 (Portuguese time)

Art. 11.9 Road books delivery

According of article 14.2 and article 5.1.7 of Appendix III – “Standard Documents” of FIA CCRSR the **Road Book distributed to competitors will be a digital Road Book** (with GPS device included in it and included also in the entry fee).

The procedures stated in article 5.2 “Requirements for Digital Road Book” of Appendix III – “Standard Documents” of FIA CCR SR will be followed.

The system will be collected (See SR Art. 3 – Programme) either by the crew or a representative and must be installed before the car is brought to scrutineering.

No deposit will be collected for the equipment, but all the damage caused will be invoiced afterwards.

The Digital Road Book System devices must be removed in the Final Parc Fermé and must be returned no later than 21h00 on Saturday, 25 October, or at Rally HQ Secretary in case of retirement.

For the purchase of an installation kit or other elements: <https://anubespport.com/pt>

Art. 11.10 Servicing of vehicles

Art. 11.10.1 Service Areas / Bivouacs

See Art. 49, 50, 51 and 53 of the FIA CCRSR

According to Art. 50.2.2 FIA CCRSR “A groundsheet must be used (a minimum of 1 metre longer and wider than the vehicle in running order) “

The speed of vehicles in the service parks/bivouacs may not exceed 30kph.

From TCP0 onwards, service of a competing car may be carried out in Service Areas (Service Parks and Bivouacs) and road sections as permitted under the FIA CCRSR.

Service A	TC1B / TC1C (before arrival of Section 1)	02h30
Service B	TC2B/ TC2C (after the start of Section 2)	00h20

Art. 11.10.2 Identification of team personnel

In service areas, after the start of the competition, only 3 team personnel may work on a competing vehicles driven by FIA Platinum/Gold priority drivers. They will be identified with “**SERVICE**” arms band.

Art. 11.10.3 Service allowed in Selective Section

In accordance with article 49 of the FIA CCRSR, any service is forbidden during Selective Sections. Only crews with FIA groups vehicles still in the competition for the current Stage/SS may assist each other.

Art. 11.10.4 Flexi Service

Not applicable

Art. 11.10.5 Refuelling Zone

See art 54, 55 and 56 of the FIA CCRSR and Art. 252.9 Appendix J

The team is responsible for the refuelling.

A Refuelling Zone (RZ) will be installed adjacent to the Service Park, NERPOR, (See Appendix 7) which can be used by the teams, using their own fuel and complying with the safety rules required by the articles above mentioned.

According to Art. 54.1.1 of FIA CCRSR the organiser has established a refuelling zone near the Service Park/Nerpor and considered as an official area.

Refuelling zone, non-official, is also open with the presence of fire appliance and appropriate safety measures as follows:

- On 23.10.24 from 17:00 to 22:00 hours
- On 24.10.24 from 17:00 to 22:00 hours

On 24.10.25

During the period between TC1B and TC1C, team members can refuel their vehicles at the service stations indicated in the List of commercial filling stations next to the Service Parc.

According to Art. 54.1.1 of FIA CCRSR the list of commercial filling stations must be published by a Bulletin List of commercial filling stations – See Attachement 8 or Bulletin.

According to Art. 54.1.6 of FIA CCRSR the team is responsible for the refuelling and must protect the ground with an environmental mat.

The Road Book, Itinerary and Appendix 8 indicate the public filling stations where it is allowed to fill.

Art. 11.10.6 Tyre Fitting Zone

Not applicable

Art. 11.10.7 Shakedown

Not applicable

Art. 11.11 Special procedures and activities

Art. 11.11.1 Availability of participants

Participants who park their vehicles in the Parc Fermé upon passing the finish line, must remain available by phone (mobile) until the final classification have been posted.

Art. 11.11.2 Classification

The final classification will not be distributed after the event. The final classification will be published on the website on the Digital Notice Board.

Art. 11.11.3 Washing vehicles

Vehicle washing is not allowed in the NERPOR service parc area. There are washing stations near the service parc.

Art. 11.11.4 Race vehicle rescue in the SS

In case of abandonment in the Selective Section, the competitor must contact the race director via the emergency telephone number so that an assistance vehicle can be coordinated on the course to collect the race vehicle. Entry to the course is only possible with the authorization of the race direction, any non-compliance will be dealt with by the Stewards.

Art. 11.11.5 Electronic Control of Itinerary

According with Article 14.2.1 of the FIA CCRSR the itinerary of the event is defined in the Road Book by the road direction diagrams.

ALL the diagrams of the Road Book will be considered as a PRECISE WAYPOINT (WPP) as defined by art. 43.7 of 2025 FIA CCR SR with a validation radius of 20 meters as established in table of Art. 43.1.6 of FIA CCRSR:

According with Article 14.2 FIA CCRSR, the observance of the road book and the road direction diagrams will be electronically controlled and these information are contained in the memory of the GPS tracking system provided by the organiser according Article 12.1 of FIA CCRSR.

The passage of the vehicle through each road direction diagram is registered by the GPS and it will be shown in the screen the number associated to this diagram in the road book.

According article 14.2.1 of FIA CCRSR, 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 Stage, the GPS may be inspected to control the validation of the road book diagrams. In the event of an infringement, the penalties are set out in Art. 43 - Appendix I "List of Penalties" of FIA CCRSR

Art. 11.11.6 Parc Ferme and/or Regrouping

Days and locations:

23rd – Jardim do Tarro, before the Ceremonial Start

23rd – Nerpor, next to the Service Parc, after Ceremonial Start

24th – Regrouping - Ponte de Sor, before Start Stage 1

24th – Nerpor, next to the Service Parc, Arrival Stage 1

25th – Regrouping - Nerpor, next to the Service Parc, Arrival Section 2

25th – Nerpor, next to the Service Parc, Arrival Stage 2 / Section 3

Art. 11.12 Pré Event and Post Event Press Conference

Drivers and Navigators will be invited to take part in the Pré Event Press Conference by means of an Bulletin.

The winners (driver and navigator) of the Baja Portalegre 500 in the overall classification, Ultimate, CHC and SSV classification, will be invited to take part in the Post Event Press Conference.

Art. 12 Identification of officials

Competitors Relation Officer	Red tabard with "CRO" legend
Scrutineers	Black tabard with "Scrutineer" legend
Post Chiefs:	Light blue tabard with "Post Chief" legend
Special Stage Commanders:	Red tabard with "Stage Commander" legend

Marshals: Orange tabard with "Marshal" legend
Timekeepers: Light blue tabard with "Timekeeper" legend

Art. 13 Penalties / Classification

Art. 13.1 Stage / Section Penalties

The penalties applied according to V2, Art. 48 and Appendix I to the FIA CCRSR will be available in the Bulletin 1

Art. 14 Prizes

Overall classification:	<i>Trophies for the first 10 places</i>
Classification by groups	<i>Trophies to winner</i>
Overall Team Classification	<i>Trophy to winner</i>

Art. 15 Final checks / Protests / Appeals / Fines

Art. 15.1 Final Checks

Time and location: see programme (SR. Art. 3)

Any teams required to undergo final checks must immediately follow the instruction of the marshals in charge, even if this prevents them from proceeding to one or more time controls (TC). The complete original FIA homologation form, the FIA Passport and other necessary certifications must be available for final checks.

Art.15.2 Protest deposit

The protest deposit is: **EUR 1.000**

If a protest requires the dismantling and re-assembly of a clearly defined part of the car, any additional deposit will be specified by the Stewards upon a proposal of the Chief Scrutineer (FIA International Sporting Code Art. 13.4.3)

Art. 15.3 Appeal deposit

The appeal deposit for an international appeal is published on the FIA website:

<https://www.fia.com/international-court-appeal>

All protests and/or appeals must be lodged in accordance with Articles 13 and 15 of the FIA International Sporting Code and, where applicable, with Chapter 4 of the FIA Judicial and Disciplinary Rules.

Art. 15.4 Fines



In accordance with Article 12.8 FIA International Sporting Code, the payment of the fines must be done online, within 48 hours of their notification, at the following address: <https://fiafines.fia.com>.

Any delay in making payment may entail Suspension during the period a fine remains unpaid.

Appendix 1 – Itinerary

TBA

Appendix 2 Names and photographs of the Competitors Relation officer(s) and their schedules (will be issued by means of the bulletin)

	
Franco da Silva	Palmira Martins
+351	+351

They speak French and English

THURSDAY 23.10.2025

07H30 – 16H00	Portalegre - Administrative checks - NERPOR	Palmira / F. Silva
09H00-18H00	Portalegre - Technical scrutineering & sealing - NERPOR	Palmira / F.da Silva
From 21H30	Portalegre/Jardim do Tarro – CS0 - Ceremonial Start	Palmira / F.da Silva

FRIDAY 24.10.2025

From 10H40	Coutadas – TCP1 -Start of Prologue	Palmira
From 12H20	Ponte de Sôr - TCP1A - Regrouping IN	F.da Silva
13H10	Ponte de Sôr – Selection of Starting Position after the Prologue	F.da Silva
14H10	Ponte de Sôr – TC0 Start of Stage 1 - Section 1 – Regrouping OUT	F.da Silva
18H55	Portalegre – TC1B – Service IN	Palmira / F.da Silva

SATURDAY 25.10.2025

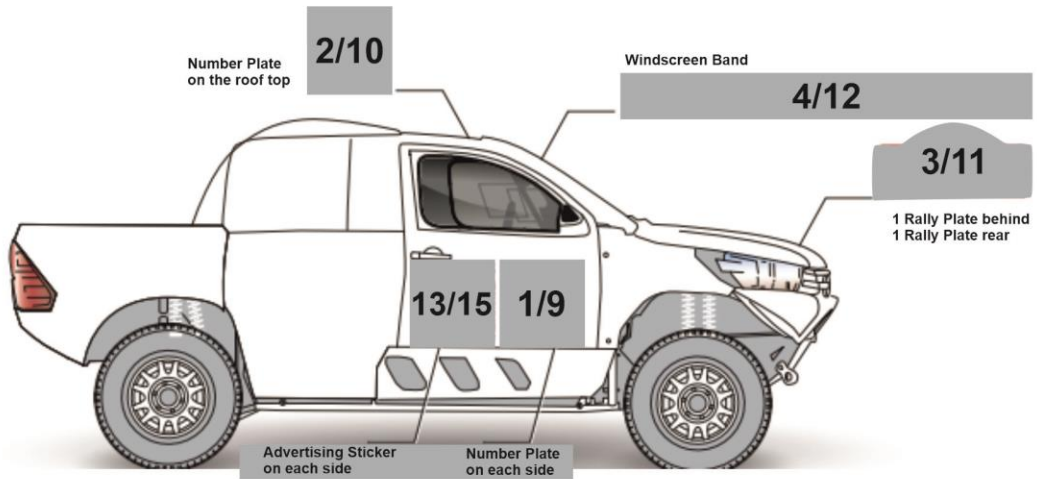
From 06:15	Portalegre - TC1E – Start of Stage 2 - Section 2 - Parc Fermé OUT	Palmira / F.da Silva
From 10H25	Portalegre - TC2B – Service IN	Palmira / F.da Silva
From 12H10	Portalegre - TC2E – Start of Section 3 – Regrouping OUT	Palmira / F.da Silva
From 15H00	Portalegre – TC3A – Arrival Section 3 – Parc Fermé	Palmira / F.da Silva
From 16H30	Portalegre – Podium Ceremony	Palmira
From 16H30	Portalegre - Final Scrutineering	F.da Silva
From 18h30	Portalegre - Publication of provisional classification	Palmira / F.da Silva
From 19h30	Portalegre – Prize Giving Ceremony	Palmira / F.da Silva

Appendix 3 – Decals and positioning of identification and supplementary advertising

Groupe IDENTIFICATION			
		Mandatory	Optional
Ultimate:			
1	2 number plates (T1.1) 36x36cm (T1.2) 36x36cm	X	
2	1 roof panel (T1.1) 42x44cm (T1.2) 36x36cm	X	
3	2 rally plate (43x21cm)	X	
4	1 windscreen band (110x10cm)	X	
	Dashboard sticker (12x8cm)	X	
Challenger / SSV:			
5	2 number plates (30x31cm)	X	
6	1 roof panel (30x31cm)	X	
7	2 rally plate (19x18cm)	X	
8	1 windscreen band (110x10cm)	X	
	Dashboard sticker (12x8cm)	X	
Stock:			
9	2 number plates (42x44cm)	X	
10	1 roof panel (42x44cm)	X	
11	2 rally plate (43x21cm)	X	
12	1 windscreen band (110x10cm)	X	
	Dashboard sticker (12x8cm)	X	
ORGANIZER ADVERTISING			
13	Ultimate: 2 Panel 42x44cm		X
14	Challenger / SSV: 2 Panel (30x31cm)		X
15	Stock: 2 Panel 42x44cm		X

Identification and Advertising Placement

Identification numbers and plate, as well as compulsory and optional advertising, must be fitted to the car for scrutineering and must be visible for the duration of the rally.



2/10

Number Plate on the roof top

Windscreen Band

4/12

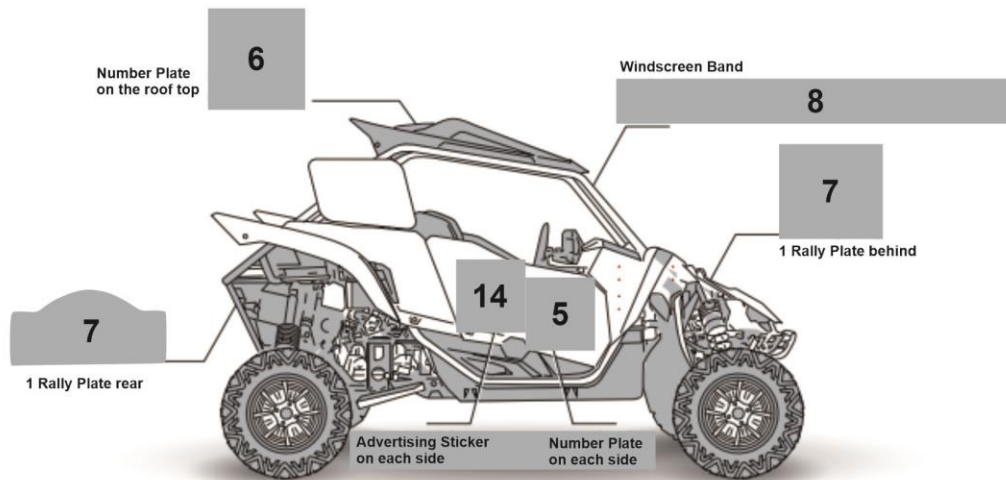
3/11

1 Rally Plate behind
1 Rally Plate rear

13/15 1/9

Advertising Sticker on each side

Number Plate on each side



6

Number Plate on the roof top

Windscreen Band

8

7

1 Rally Plate behind

7

1 Rally Plate rear

14

5

Advertising Sticker on each side

Number Plate on each side

Appendix 4 – Extracts from FIA ISC Appendix L relating to overalls, helmets and any other safety requirements.

All competitors are reminded of Appendix L of the FIA International Sporting Code, in particular its Chapter III - Drivers' Equipment.

Helmets (Appendix L, Chapter III, Art. 1)

All crews must wear crash helmets homologated to one of the FIA standards listed in Appendix L.

Frontal Head Restraint (FHR, Appendix L, Chapter III, Art. 3)

All crews must use FIA approved FHR systems homologated to FIA standard 8858.

Approved FHRs, anchorages and tethers are listed in Technical List N° 29.

See also helmet compatibility chart in Appendix L, Chapter III, Art. 3.3.

Flame-resistant clothing (Appendix L, Chapter III, Art. 2)

All drivers and navigators must wear overalls as well as gloves (optional for navigators), long underwear, a balaclava, socks and shoes homologated to the FIA 8856-2018 (Technical List N° 74). Please pay special attention to the prescriptions of Art. 2 **concerning the correct wearing of the clothing elements! See also FIA Cross-Country Rally Sporting Regulations Article 47.1.**

Any FIA-approved 8856-2018 garment customised using printing or transfers must be accompanied by a certificate from the manufacturer.

Biometric Devices (Appendix L, Chapter III, Art. 2.1)

Drivers may wear a device to collect biometric data during racing.

- If the biometric device is integrated into a protective garment homologated to FIA Standard 8856, the garment shall be homologated to FIA Standards 8856 and 8868-2018.
- If the biometric device is a stand-alone device, then the device must be homologated to FIA Standard 8868-2018 only. This device must be worn in addition to the garment homologated to FIA Standard 8856.

Wearing of jewellery (Appendix L, Chapter III, Art. 5)

The wearing of any type of jewellery, such as but not limited to neck chains, bracelets or watches prohibited during the competition. Exceptions to this rule, providing the CMO and / or Medical Delegate do not consider that due to size or location they may delay rescue or hinder emergency care are:

- i. The wearing of watch(es) by navigators, on the condition that the watch(es) is worn over the overall,
- ii. The wearing of a single band-style ring providing it does not restrict the natural range of motion of the hand, and
- iii. The wearing of body piercing(s) providing they are not worn in and / or around oral cavity.

MEDICAL AND SURVIVAL KIT (Appendix IV of the Cross-County Rally Sporting Regulations)

A sealed and valid Medical kit in accordance with the Specification for Cross Country Rallies and Bajas (Technical List n°83) must be placed inside the cockpit. The minimum weight must comply with Technical List n°83.

RELATED LINKS:

FIA International Sporting Code and appendices:

<https://www.fia.com/regulation/category/123>

FIA Technical Lists:

<https://www.fia.com/regulation/category/761>

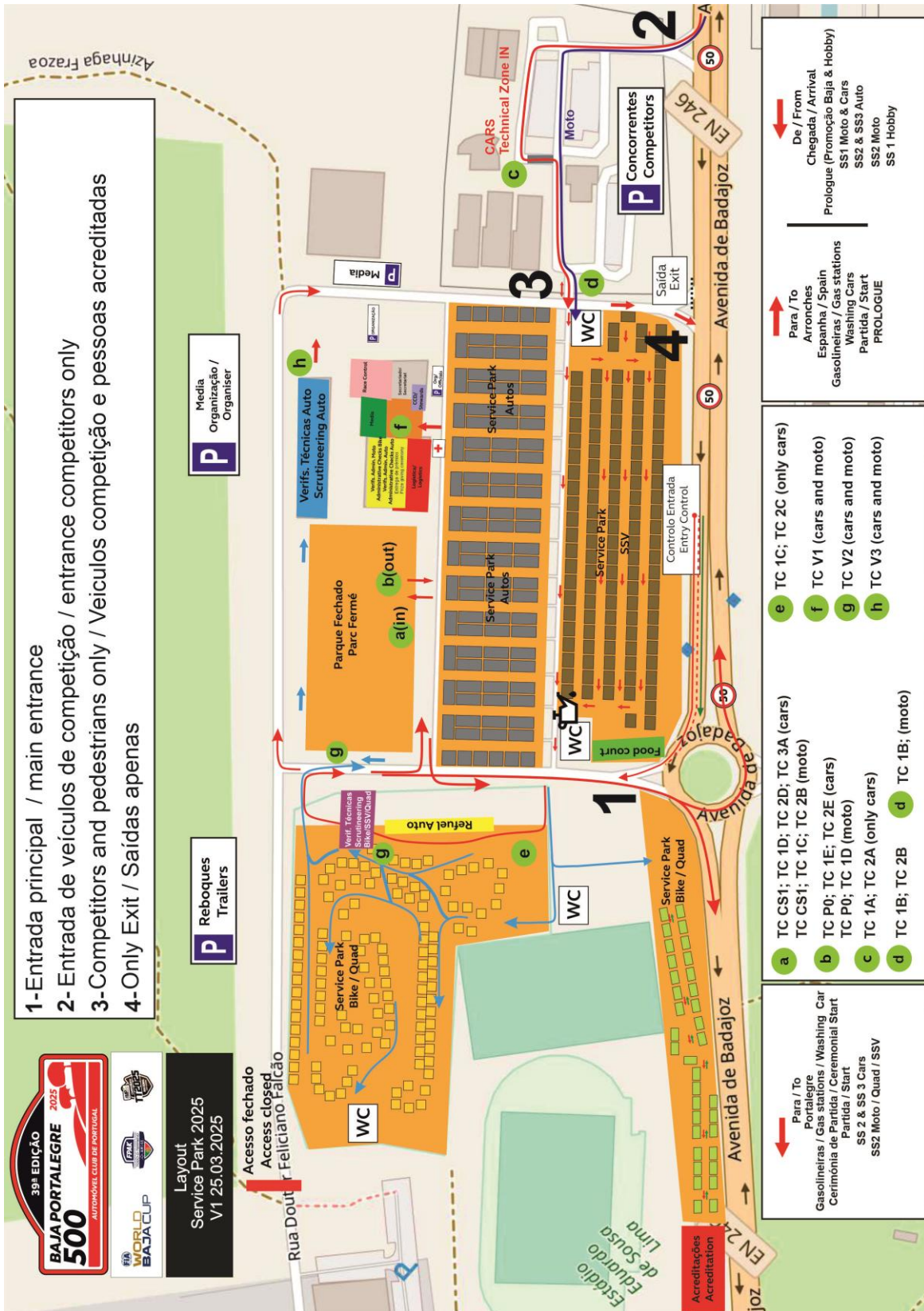
Appendix 5 Instruction for the use of the Stella III - Tracking System

Will be available on sportity

Appendix 6 Instructions for the use of the tracking system

Will be available on sportity

Appendix 7 NERPOR Service Park Layout



Appendix 8 Refuelling In Liaisons / Service / RZ

Will be available on sportity

Appendix 9 Environmental Policy

1 – Environmental Requirements

Drivers and their teams are responsible for complying with the environmental and regulatory requirements defined for the race:

It is strictly forbidden to spill oil, fuel or other liquids on the ground. The organisation will provide a dedicated area in the Service Park for their proper disposal.

It is forbidden to wash any type of vehicle inside Nerpor. Vehicles must be washed exclusively at the washing stations in the vicinity of Nerpor.

The use of an environmental mat is mandatory in the service and refuelling areas (not applicable in commercial service stations). The environmental mat must also be used under any other container or equipment with the potential to spill liquids onto the ground, including generators.

Recycling bags will be distributed by the organisation and must be used by each team to correctly segregate the waste produced. When full, they must be closed and placed in the areas defined by the organisation in the Service Park for collection by the local waste management authorities.

Failure to comply with any of the defined environmental requirements could result in penalties for the team involved.

The Environmental Management Plan defined for the race will be available on the race website and on Sportivity, with additional environmental information validated by federations and competent authorities. We recommend that you consult it.

2 – Environmental Incident Report

If any environmental incident is detected in the Service Park or during the race (for example, an accidental oil spill), it must be reported immediately to the organisation so that the defined containment plan can be implemented.

Any clarification or questions regarding the Environmental Management Plan should be send to sustentabilidade@acp.pt

ACP – Automóvel Club de Portugal, as the organiser of Baja Portalegre 500, is committed to the FIA Sustainability Programme, the FIM Environmental Code, the FPAK Environmental Sustainability Code and the FMP Environmental Code, with the aim of minimising the environmental impact of the event and setting an example on environmental issues, both nationally and internationally.

Therefore, Baja Portalegre 500, through its Environmental Management System, will be guided by the following principles:

- Comply with applicable environmental legislation, as well as other obligations voluntarily assumed, including the FIA, FIM, FPAK and FMP regulations;
- Inform and train everyone involved in the organisation about its environmental policy;
- Promote environmental awareness among our stakeholders (organisation, drivers, teams, volunteers, media, spectators, partners and external suppliers) and encouraging them to comply with and enforce good environmental practices;
- Take into account the environmental impact when choosing partners and suppliers, as well as in the process of selecting and purchasing products and services;
- Reduce the environmental impact in terms of transportation, as far as possible, encouraging car sharing and the use of public transport;
- Promote responsibility in preserving the environment by managing and monitoring the direct and indirect impacts of the event, in particular energy consumption and associated greenhouse gas emissions, water consumption and other natural resources, and proper waste management;
- Encourage adequate and proactive management of environmental risk, in particular pollution prevention and emergency response to accidents and/or disasters;
- Promote the continuous improvement of processes, practices and environmental developments by defining and evaluating progressively more ambitious environmental objectives.

This Environmental Policy, supported by a strong “performance against objectives” attitude, will regularly be reviewed and updated, ensuring continuous improvement of the entire Environmental Management System.

The Organising Committee of Baja Portalegre 500

Appendix 10 Instructions for the use the Road Book System

Will be available on sportity