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2024



# RALLY RAID PORTUGAL

ALENTEJO ■ RIBATEJO ■ EXTREMADURA

## General Briefing – 2<sup>nd</sup> of April

Dear competitor,

The ACP - Automóvel Club de Portugal - would like to thank you for your participation in the 1st edition of the BP Ultimate Rally Raid Portugal.

It is an honour for the Automóvel Club de Portugal to be included in the small group of organizers that make up the FIA and FIM World Rally Raid Championship.

Thank you all.

In this document:

- 1 - Rally time
- 2 - Important contacts
- 3 - Official board
- 4 - Assistance plan and others
- 5 - Timetables - Access to Bivouac, Accreditations and Secretariat
- 6 - Road book, track and waypoints
- 7 - Race summary
- 8 - Marking of the route and circulation in the connections and transfers
- 9 - Waterproof clothing for liaisons (BIKE/QUAD)
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- 17 - Towcar contacts at the Stages
- 18 – Briefing Stage 1

### 1. Rally Time

The time of the BP Ultimate Rally Raid Portugal is Portuguese time for the entire race (GMT +1).

### 2. Important Contacts

Email contacts	
Clerck of the course - Auto	<a href="mailto:coc.rrportugal@acp.pt">coc.rrportugal@acp.pt</a>
Competitor Relations - Auto	<a href="mailto:crocar.rrportugal@acp.pt">crocar.rrportugal@acp.pt</a>
Competitor Relations - Moto / Quad	<a href="mailto:crobike.rrportugal@acp.pt">crobike.rrportugal@acp.pt</a>
Technical scrutineering - Auto	<a href="mailto:technicalcar.rrportugal@acp.pt">technicalcar.rrportugal@acp.pt</a>



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## General Contacts

Event Official Site (official documents)	<a href="http://www.rallyraidportugal.com">www.rallyraidportugal.com</a>
Bivouac and Service Park at Badajoz	<a href="mailto:nuno.vieira@acp.pt">nuno.vieira@acp.pt</a>

## Phone Contacts

Secretariat	+351 910920689
Race Control	+351 910923028
Accreditations	+351 910923375
Service Park – Filipe Santos	+351 961871119
Competitor Relations Auto – Palmira Martins	+351 965065059
Competitor Relations Auto – Tiago Fernandes	+351 910923036
Competitor Relations Moto/Quad – Eduardo Rovisco	+351 963324852 + 351 963828737
Emergency	+351 912201545

### 3. Official Notice Board

The official notice board is available on the event's website and on the Sportity application.

To access it through the Sportity app, you must download the app and enter the following passwords:

Auto - FIA	RRPORTUGALFIA
Moto / Quad - FIM	RRPORTUGALFIM
Auto – Evento Nacional	RRPORTUGALNACIONAL
Evento OPEN	RRPORTUGALOPEN

### 4. Service Plan and Others

Access to the FIA and FIM Bivouac is restricted and only accessible to accreditation holders.

### 5. Timetables – Access to the bivouac, Accreditation and Secretariat

Unaccredited vehicles will not be allowed access to the Bivouac and Service Park in Badajoz.

	Bivouac	Acreditações	Secretariado
<b>Saturday - 30/03/2024</b>	10:00 - 24:00	10:00 - 22:00	-
<b>Sunday - 31/03/2024</b>	00:00 - 24:00	10:00 - 22:00	-
<b>Monday - 01/04/2024</b>	00:00 - 24:00	08:00 - 23:00	-
<b>Tuesday - 02/04/2024</b>	00:00 - 24:00	07:00 - 23:00	07:30 - 23:00
<b>Wednesday - 03/04/2024</b>	00:00 - 24:00	08:00 - 13:00	08:00 - 23:00
<b>Thursday - 04/04/2024</b>	00:00 - 24:00	08:00 - 13:00	08:00 - 23:00
<b>Friday - 05/04/2024</b>	00:00 - 24:00	08:00 - 13:00	08:00 - 23:00



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<b>Saturday - 06/04/2024</b>	00:00 - 24:00	08:00 - 13:00	08:00 - 23:00
<b>Sunday - 07/04/2024</b>	00:00 - 24:00	08:00 - 13:00	08:00 - 23:00

The accreditation site is located at door G1, the main entrance to the Bivouac for vehicles, according to the layout.

Vehicle washing is not allowed at the Bivouac.

At the Bivouac in Grândola, a medical center will be available from April 1st.

Showers and toilets are also available.

There is a space for motorhomes.

## 6. Road Book, Track and Waypoints

At the exit of the Bivouac, in the FIA race, the Road Book for the connection (RSA) to the start of the SS will be made available, and the Road Book for the SS and the final connection (RSB) to the Bivouac will be available at the beginning of the start SS.

In the FIM race, the Road Book will be available in its entirety at the exit of the Bivouac, and the paper Road Books (roll) are available at the secretariat (100m from the exit of the bivouac), 30 minutes before the scheduled departure time of each competitor.

All the notes in the Road Book represent a compulsory way point, so it is compulsory to drive on the existing roads. Off-track is not allowed and cutting corners and junctions is very dangerous, as this is a forest region with lots of "stumps" hidden in the vegetation on the sides of the roads, especially on stages 1, 2 and 5, so please pay close attention.

The heavy rainfall in Portugal over the last few days has forced us to make changes to the route, some made by the Opening Car, and others after the Opening Car has passed.

You'll find lots of puddles and areas with some mud, and the organization may reinforce markings in places of danger that may arise from the changes in the terrain, and which are not marked in the Road Book.

In short, you must adapt your driving to the conditions of the terrain and make an appropriate reading of the road conditions.

At junctions and transfers, you must respect the highway code and all information about permitted speeds. The times allocated are sufficient for careful driving without exaggeration; an average of 30 or 40km/h has been applied overall.

Refueling is possible at all the service stations in the Road Book, which are the same as in the attached table.

The maximum distance to be covered between refuelings is 130km (SS5), which falls within the range (e.g. for Rally3 bikes (120km + 10%)), and in this case, the 130km will be covered by transfer.

Waypoints used in the race:

WPP - Most notes in the Road Book, validation within a radius of 20 meters, identified with the letter P (precise)

WPS - Danger Locations, validation within a radius of 30 meters

DZ, FZ, DT/FT, DSS/ASS, WPE validation within a radius of 90 meters



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## 7. Summary

### Monday and Tuesday – 1<sup>st</sup> and 2<sup>nd</sup> April Admin Checks, Scrutineering and Ceremonial Start

After this briefing, the ceremonial start will take place about 200m from the Bivouac, starting at 7pm for motorcycles, in reverse to the competition number, and for cars at 9pm, in ascending sequence of competition numbers.

To access the ceremonial start, see Layout, and sportity, you must follow the directions on the map, we do not provide a Road Book.

There is a TC-CS control to which you must report at the time announced in a start list published in Sportity. The times announced must be confirmed in the bulletins or and start list.

This ceremonial start is very important for the Grândola council and the ACP, and it will obviously be important for all of you.

### Wednesday, April 3rd – Prologue and Stage 1

The prologue and Stage 1, comprising SS1 and SS2, will be held on this day.

The prologue is mostly sand, with some hard areas. There is no Road Book, the route is all marked with plastic tape and yellow signs with a black arrows and will be controlled by a large number of people from the organization, any attempt to cut the route will be passed on to the respective race officials who may apply penalties.

After the Prologue, the **Bike / Quad** competitors are authorised to enter the bivouac, included in the connection time to the Regroupamento in Santiago do Cacém.

Access can only be made through gate G1 (see Layout), accessed from kilometre 0.96 of the Santiago liaison road book, and the exit from the same place.

SS1 has a first part of sandy tracks, the first 60km, and hard tracks and narrow areas in the last kms, with mud and places with water.

SS2, broadcast live on Sport TV, Portugal's sports channel, is only 3 km long and the final part is an artificial area created for the public and television. You must stick to the route marked out by the organizers; any cuts will be subject to sporting sanctions.

Description of the stage:

To access the TC-P0 of the prologue, you must follow the route mentioned in the Layout available on Sportity on day 2 at 17h00.

After the Prologue, the competitors head to Santiago do Cacém to regroup, while they wait for the Prologue classification and the ceremony to selection of starting position for Stage 1, held at the António Chainho Auditorium (see Layout).

After the end of SS1, the competitors return to the regrouping that precedes the start of section 2.

For section 2, the competitors all set off one minute apart to complete the 3km SS2, which is televised live on Sport TV.



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After the end of SS2, the competitors return to the Bivouac in Grândola, where they finish Stage 1. Competitors or team members may leave the Bivouac with their vehicles to refuel at the service stations located in the vicinity of the Bivouac and identified on Layout 1, using only door G1.

**Refueling on the stage (only at public service stations mentioned in the Road Book).**

**Total Stage (including prologue) - around 200km**

**Liaison to prologue - 200m**

**Prologue - 3,5km**

**Regroup liaison - 35km (service stations 200m after prologue)**

**Start line for SS1 - 19km (service stations)**

**SS1 - 97km (without refueling)**

**Regroup liaison - 5km (service stations)**

**SS2 start liaison - 8km (service stations)**

**SS2 - 3km**

**Liaison to Bivouac - 38km (service stations near Bivouac)**

## Friday, April 5th – Stage 3 FIA

The Service A in Badajoz lasts a maximum of 3 hours and only 3 mechanics, identified by an armband, can intervene on the car, in addition to the drivers.

Only the 3 mechanics and the team manager identified with a wristband are allowed on site, and catering is also available only for these 4 elements, in addition to the drivers.

After the service, the vehicles must be placed in the Parc Fermé, in which case it can be done by a member of the team (mechanic, team manager or driver). After the Service, there is a refuelling area inside the Parc Ferme.

Please note that if you don't refuel at the indicated location, you must do so at the previous start or at the start the following day, as you cannot leave the service area with the race car.

**Please note that the time of the Rally is Portuguese time, but usually the electronic equipment changes the time automatically.**

## Friday, April 5th – Stage 3 Moto / Quad FIM

Stage 3 is made up of SS4 and the corresponding links.

Assistance A in Badajoz lasts a maximum of 3 hours and only 2 mechanics and one rider can intervene on the Bike/ Quad.

Only the 2 mechanics and team manager are allowed on site and catering is also available for these 3 elements, in addition to the rider.

After the service, the vehicles must be placed in the Parc Fermé, which can be driven by any member of the team. After the Service, there is a refuelling area inside the Parc Ferme.

Please note that if you don't refuel at the indicated location, you must do so at the previous service or at the next service, as you cannot leave the service with the race car.



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Please note that the time of the Rally is Portuguese time, but usually the electronic equipment changes the time automatically.

## 8. Route marking and circulation on liaisons and transfers

Although this is a navigational race, the European reality does not allow this philosophy to be applied to the entire race.

For safety reasons, the side roads will be cut off, depending on visibility, about 100 or 200m from the junctions, thus avoiding, in the event of a mistake, making long distances in the opposite direction, with plastic tape and the placement of a yellow sign with a black X, indicating that this is the wrong way.

Danger signs, a triangle with an exclamation mark, will also be placed in danger zones 3 and one or two other places where necessary, reinforced with red and white plastic tape.

Every 5km, blue plastic tape will be placed on the right-hand side of the route to confirm the route.

Signs with yellow signs and black arrows will be placed at public crossings, indicating the route to follow, a procedure that is repeated at the many asphalt crossings.

Markings will also be placed at junctions where, if there is a mistake, the route could be resumed at another location.

This is for the safety of the riders and the public.

Although the organization is made up of hundreds of volunteers and the Guarda Nacional Republicana (local police), we cannot guarantee that the route will be completely closed, so you should pay special attention.

### Circulation on liaisons and transfers:

A good number of the asphalt roads used are narrow and open to the public, so you should drive with the utmost caution, complying with the national highway code.

Although some transfers are not subject to speed limits, you shouldn't overdo it and stick to the limits imposed in the towns.

## 9. Waterproof clothing for liaisons (BIKE/QUAD)

Bearing in mind that the weather forecasts rain and that the route includes some water crossings, the organization will provide transport for waterproof clothing from the bivouac to the arrival of SS4 (Stage 3) and SS5 (Stage 4), only for Moto / Quad competitors.

To do this, competitors must deliver a bag (with the clothing) duly identified with the competitor's number to the secretariat by 8pm the day before the stages.

## 10. Prologue, SS2 e SS7

As these are sections with specific characteristics, with the aim of being broadcast on television and providing a good spectacle for the public, it is forbidden to circulate outside the routes and they must respect the signs in place.

Failure to comply with this rule may result in sporting sanctions applied by the race stewards.

In fact, the entire route of the BP Ultimate Rally Raid Portugal is carried out using existing roads, there is no off-road at any time. Driving on the roads is compulsory.

## 11. Catering



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1 April	lunch	12h/15h
	dinner	19h/22h
2 April	lunch	12h/15h
	dinner	19h/22h
3 April	brakfast	6h/10h30
	lunch	12h/15h30
	dinner	18h30/22h30
4 April	breakfast	6h/11h
	lunch	12h/16h30
	dinner	19h/22h
5 April	breakfast	4h/10h
	lunch	12h/15h
	lunch -Badajoz	12h/15h30
	dinner	19h/22h
	dinner - Badajoz	18h/00h
6 April	breakfast	7h30/10h
	breakfast Badajoz	4h30/10h30
	Lunch/dinner	12h à 23h
7 April	breakfast	6h30/10h30
	lunch	12h/ 17h30

## 12. Refueling at Bivouac in Grândola and Service in Badajoz ( Schedules )

A firefighting vehicle will be on site at the places mentioned and at the times announced, and it is during this time window that they should refuel.

2 April - from 2pm to 2am on day 3

3 and 4 April - from 07h00 to 24h00

5 April - from 04h00 to 10h00

6 April - from 16h00 to 02h00 on day 7

7 April - from 07h00 to 12h00

## 13. Environmental Management Plan



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Drivers, riders and teams are responsible for complying with the environmental and regulatory requirements defined for the event:

- It is expressly prohibited to spill oils, fuel, or other liquids on the ground. The organization will provide containers, properly identified, for their correct disposal.
- Washing of any type of vehicle outside the areas defined by the organization is prohibited. Authorized washing zones are identified in the assistance parks layout.
- The organization will distribute recycling bags, which must be used by each team to segregate the waste produced in the assistance park. When full, they should be placed in the appropriate containers or near them for collection by local waste management authorities.

The Environmental Management Plan and the Environmental Map defined for the event, validated by the federations and competent authorities, will be available on the event's website and Sportity. Their consultation is recommended.

## Environmental Mat

The use of an environmental mat is mandatory in the assistance and refueling zones (not applicable in commercial service stations). In the case of Moto/Quad, the use of an environmental mat in the parc fermé is also mandatory.

It should also be used under any other equipment with the potential for liquid spills, including generators. The environmental mat must be composed of an absorbent upper layer and a waterproof lower layer. Non-compliance may result in penalties for the involved team.

## Reporting Environmental Incidents

If any environmental incident is detected during the event (for example, accidental liquid spills), it must be immediately reported to the organization for implementation of the immediate containment action plan by the designated teams.

## 14. Partners and sponsorship

The Automóvel Club de Portugal extends its gratitude to the authorities of the regions where the event will take place: Alentejo, Ribatejo, and the Spanish Extremadura, as well as to the municipalities of Grândola, Santiago do Cacém, Abrantes, Alcácer do Sal, Almeirim, Chamusca, Coruche, Mação, Ponte de Sor, Salvaterra de Magos, Sines, and also to the city of Badajoz.

We also rely on the indispensable support of our sponsors: BP Ultimate, Ford/M. Coutinho, BDR, Briel, Dekra, and Fonte Viva.

We appreciate the crucial involvement of the GNR (National Republican Guard), the Fire Brigades and Civil Protection as well as the parish councils of the mentioned municipalities.



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The collaboration of all members of the organization and the special consideration of the landowners whose properties are crossed also contribute indispensably to the viability of the event.



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## 15. Layout Bivouac Grândola



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## 16. Layout Service A Badajoz



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**BADAJOS**  
05/6.04.2024

38° 52. 364N / 6° 59. 574

- G1 - Main Entrance
  - G2 - Parking, Team Manager
  - G3 - Only Service Cars (1 car per Team and 3 assistant + 1 TM)
  - G4 - Access to Service Park Competitors
  - G5 - Exit and Entry by foot
- Access to competitors vehicles to PF (driven by a member of the team is possible)



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## 17. Towcar Contacts

The organization provides trailer contacts in the special areas. The organization has no responsibility for their availability or, of course, their transport.

**April 3, 4 e 7:**

**Grândola, Santiago do Cacém e Sines :**

Honest Service Reparações e Serviços Lda, Sr.º Helder 964 033 685 ou 934 798 860.

**April 5:**

**Coruche :**

Helder Tiago Lda, Sr.º Helder 939 453 022 ou 939 453 023.

**Chamusca e Abrantes:**

M. A. Gameiro Lda, Sr.º Gameiro 916 163 329 ou 249 845838.

**Mação :** Pombo Assistência, Sr.º Manuel 919 990 579 ou 241 572193.

**Ponte de Sor :** Auto Rep. Simão Santos Lda, Sr.º Simão 917 203 752 ou 242 204465.



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## 18 - BRIEFING STAGE 1

**Wednesday, April 3rd – Prologue and Stage 1**

The prologue and Stage 1, comprising SS1 and SS2, will be held on this day.

The prologue is mostly sand, with some hard areas. There is no Road Book, the route is all marked with plastic tape and yellow signs with a black arrows and will be controlled by a large number of people from the organization, any attempt to cut the route will be passed on to the respective race officials who may apply penalties.

After the Prologue, the **Bike / Quad** competitors are authorised to enter the bivouac, included in the connection time to the Regroupamento in Santiago do Cacém.

Access can only be made through gate G1 (see Layout), accessed from kilometre 0.5 of the Santiago liaison road book, and the exit from the same place.

SS1 has a first part of sandy tracks, the first 60km, and hard tracks and narrow areas in the last kms, with mud and places with water.

SS2, broadcast live on Sport TV, Portugal's sports channel, is only 3 km long and the final part is an artificial area created for the public and television. You must stick to the route marked out by the organizers.

Description of the stage:

To access the TC-P0 of the prologue, you must follow the route mentioned in the Layout available on Sportity on day 2 at 17h00.

After the Prologue, the competitors head to Santiago do Cacém to regroup, while they wait for the Prologue classification and the ceremony to selection of starting position for Stage 1, held at the António Chainho Auditorium (see Layout).

After the end of SS1, the competitors return to the regrouping that precedes the start of section 2.

For section 2, the competitors all set off one minute apart to complete the 3km SS2, which is televised live on Sport TV.

After the end of SS2, the competitors return to the Bivouac in Grândola, where they finish Stage 1. Competitors or team members may leave the Bivouac with their vehicles to refuel at the service stations located in the vicinity of the Bivouac and identified on Layout 1, using only door G1.

### ROUTE DESCRIPTION SS1

Sandy surface for the first 60km, with a few rough spots.



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It is very important to ride on the roads, off-road is not advisable due to the existence of "tree stumps" on the roadsides.



Some of them, as well as being marked in the road book, are also marked with wooden posts and red and white tape.

Some of the tracks are quite wide (BIG P), but there is usually a trail that you have to follow and it was on this trail that the road book was drawn up and confirmed by the opening car.

As the competitors pass by, the roots may appear in places where they didn't exist before.

From km 67 onwards, the surface changes, the sandy surface ends and it becomes harder.

Special attention between km 74.02 and km 74.92, with ditches on the left-hand side of the road in a narrow area.

km 83.68 !!! narrow area with wall and trees

From km 85.02 onwards, a technical route between trees, sometimes narrow, with several muddy areas and difficult water crossings!

## ROUTE DESCRIPTION SS2

The SS is only a few kilometers long, the last 1900m are in agricultural land, prepared for a television broadcast. Like the prologue, you must follow the signposted route.

## Route marking

For safety reasons, the side roads will be cut off, depending on visibility, about 100 or 200m from the junctions, thus avoiding, in the event of a mistake, making long distances in the opposite direction, with plastic tape and the placement of a yellow sign with a black X, indicating that this is the wrong way.

Danger signs, a triangle with an exclamation mark, will also be placed in danger zones 3 and one or two other places where necessary, reinforced with red and white plastic tape.

Every 5km, blue plastic tape will be placed on the right-hand side of the route to confirm the route.

Signs with yellow signs and black arrows will be placed at public crossings, indicating the route to follow, a procedure that is repeated at the many asphalt crossings.

Markings will also be placed at junctions where, if there is a mistake, the route could be resumed at another location.

This is for the safety of the riders and the public.

Although the organization is made up of hundreds of volunteers and the Guarda Nacional Republicana (local police), we cannot guarantee that the route will be completely closed, so you should pay special attention.



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