

# BULLETIN / ADITAMENTO 1



Date / Data: APR-19-2024 / 19.APR.2024 Time / Hora: 20h00

Subject/Assunto: **BULLETIN/ADITAMENTO No 1** Document /Documento Nr

From / De : Organising Committee / Organizador

To / Para : *All competitors/Crew Members Todos Concorrentes /Equipas*  
Number of pages numero de páginas 3 Attachments Anexos -

## 2 - ORGANIZER

### 2 - ORGANIZAÇÃO

#### Organising Committee:

President: Antonio Andrade

Other members: Pedro Rodrigues, Sandra Pacheco, André Ferreira, Fernando Raposo, Paulo M. Rego, Paulo H Rego, Milton Rodrigues

## 3. OFFICIALS

### a. Stewards

Chairman of the Panel of the Stewards: Raffaele Pelillo (Italy)

Steward (01): Rui Carvalho Licença Desportiva CDI PT24/0020. (Portugal)

Steward (02): Ana Pires CDA PT24/ 2710 (Portugal)

b. Clerk of the Course: Paulo Miguel Rego (Portugal)

c. Deputy Clerk of the Course: Patrícia Carreiro (Portugal)

d. Secretary of the Event: Patrícia Rebelo (Portugal)

e. FIA Technical Delegate: Carlos Funes (Spain)

f. FIA Observer: Carlos Funes (Spain)

g. Competitor's Relations Officer: Ricardo Alemão (Portugal)

h. Chief Scrutineer: Nuno Paes de Carvalho (Portugal)

i. Assistant Scrutineer: Fernando Costa Matos (Portugal)

j. Chief Safety Officer: Milton Rodrigues (Portugal)

k. Secretary of the Panel of the Stewards: TBA

## 7. ITINERARY AND LAYOUT

The number of Regularity Stages per day, as well as the length of each one and the total length:

- Day 1 – 138.660 km
- Day 2 – 257.710 km
- Total Length of the rallye – 396.370 km
- % of Regularity Stages – 65.11% of total distance
  
- Day 3 – “Street Stage” – 2.187 km  
(mandatory participation, but doesn't count for the final classification)

## 8- RUNNING OF THE EVENT

### 8- Desenrolar da Prova

#### 8.1.1

The FIA measuring system for the energy performance index cannot be removed from the location in which it is installed by the scrutineers during the initial scrutineering, except if authorised by the FIA technical delegate.

O sistema de medição da FIA (para o índice de desempenho energético não pode ser retirado do local onde está instalado pelos comissários durante as verificações técnicas preliminares, a menos que autorizado pelo delegado técnico da FIA.

- 8.2.1. The start signal for the event will be given at Nonagon, Lagoa – Friday, 26 April 2024.

First car will start at 15h00.

During the overnight stay and after the finish, the cars will remain in Parc Fermé, which they will enter as soon as they finish the leg. The car keys will have to be left with the stewards overnight.

The RoadBook will be delivered to each competitor one hour before their start time.

The starting sequence will be based on the participation number and the cars will start at one-minute intervals.

## 9. DRIVERS' MEETING

The briefing to be distributed in writing, in English. Instead of a mandatory in-person briefing, a period will be available with the Clerk of Course, Friday 26/04/2024 from 13h00 – 13h30, where competitors who wish to do so, will be able to ask any questions they may have. – Entrance Hall of Nonagon

## 10. CHARGING (BEV/FCEV)

1. In Lagoa (TC1.1) competitors will start for Leg 1, from “Parc Fermé”, with 100% of battery;
2. On day 1, competitors follow a similar route of the last year event, with a total of 138.660 Kms (Leg 1 + Leg 2);
3. Considering the data collected last year, for this route, we had an average battery consumption of 21 kWh/100Kms. For this year's route we estimate a total consumption of 27 kWh for Leg1+Leg2;
4. To replenish this energy at the end of day 1, we have two situations:
  - a) We allow 4 hours (from TC 2.3 to TC 2.4) for recharging at public chargers. We have stations with 50KWh CCS sockets (MODE 4) that can replenish the charge in 30 minutes and others with 22KWh sockets (MODE 3) that can do so in around 2 hours. The location of the public charging stations can be found at the link:<https://www.mobie.pt/en/mobienetwork/finding-charging-points>

## BULLETIN / ADITAMENTO 1

b) We will, also provide for each car a domestic socket (MODE 2) in “Parc Fermé” which can charge an average of 2.5 kW every hour.

5. With these conditions combined, the replacement of energy consumed on day 1 (Leg 1 and Leg2) is guaranteed. The organization will provide a universal access card to all public chargers in Portugal;

6. Despite the fact that day 2 is within the regulatory limits for uncharged journeys, we will provide domestic sockets (MODE2) for vehicles with a capacity of 50kWh or less at the end of Leg 4;

7. At the end of Day 2, competitors will go to the “Parc Fermé” in Ponta Delgada where they will find the domestic sockets again (MODE 2). They can charge all night or, after the “Parc Fermé” open, the competitors, can charge freely at other stations.

### 11. PERFORMANCE INDEX CALCULATION

11.1 As per Article 3 of the FIA Sporting Regulations and Article 6.2 of the FIA Technical Regulations.

11.2 For the classification of the “Efficiency Cup” of the Portuguese New Energy Championship, the 3rd and 4th leg’s will be taken into account.

### 13. Advertising Promotion and Publicity

#### 13.1. Official Supporter

The organiser of the event is supported by Governo Regional dos Açores – Portal da Energia, Câmara Municipal de Lagoa and EDA – Electricidade dos Açores, the logos of which must, as a matter of obligation, be displayed on the competition numbers and on any other promotional material intended to be placed on vehicles.

13.2. The Organisers will provide the participants with the following materials and services:

- Day 1 – A late afternoon snack with local products;
- Day 2 – Free lunch between legs and Invitation to the Official Dinner;

*Organising Committee / Organizador*