



Date: 27.09.2026
Subject: Bulletin n°1

Time: 19h00
Doc. N.:

From: Organising Committee
To: Competitors

Bulletin n° 1

ADDITION TO THE SUPPLEMENTARY REGULATIONS

The following points of the supplementary regulations of the event are replaced by the following:



3. OFFICIALS

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m. Dr João Catanho - OM - 69167

7. ITINERARY AND LAYOUT

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

- Day 0 – No Regularity Stages, only Opening ceremony starting at 21:00 – **Mandatory**
 - Day 1 – ~~231,220 km~~ – 231,270 km
 - Day 2 – ~~174,510 km~~ – 174,530 km
 - Total Distance: ~~382,530 km~~ – 405,800 km
 - Day 2 – “Street Stage” Leg (mandatory participation, but doesn't count for the final classification) – 5,790 kms
- For FIA Eco Rally Cup, in day 3 ends at T.C. 3.2. Section 4 do not count towards the classification.
- ...

8. RUNNING OF THE EVENT

3.2.3. The roadbook for day 1 and day 2 will be distributed in accordance with the sports regulations, near the entrance of the Parc Fermé, 30 minutes before the departure time for each day. Teams may enter the parc fermé after receiving their roadbook.

3.2.4. During the event, battery levels will be measured at points indicated on the itinerary and in the road book (Appendix 4). At these points (EC – energy control), marked in the place with the sign below, **it is mandatory to stop**.



3.2.5. After Section 2 the vehicles will enter into the parc fermé until the start of Section 3. During this period the vehicle key will be in the custody of the FIA Technical Commissioners.



3.2.6. In TC 1.2, TC 2.2 and 3.2 competitors can enter in advance without penalty. In the same controls, competitors have 5 minutes tolerance for the delay, in addition to the exceptions provided for in the supplementary regulations.

3.2.7. For energy consumption calculations for the Portuguese Cup, a parallel process will take place, which will be carried out according to the rules of the CPNE 2026 regulation. We will take consumption into account between E.C. 1.1 → E.C. 2.1.

3.2.8. After TC 2.2 vehicles may recharge at Parc Fermé where they will have access to a domestic electrical socket (schuko type) so that the vehicle can be charged overnight. Any exception to this rule must be requested to the Clerk of the Course.

3.2.9 The following jokers will be applied:

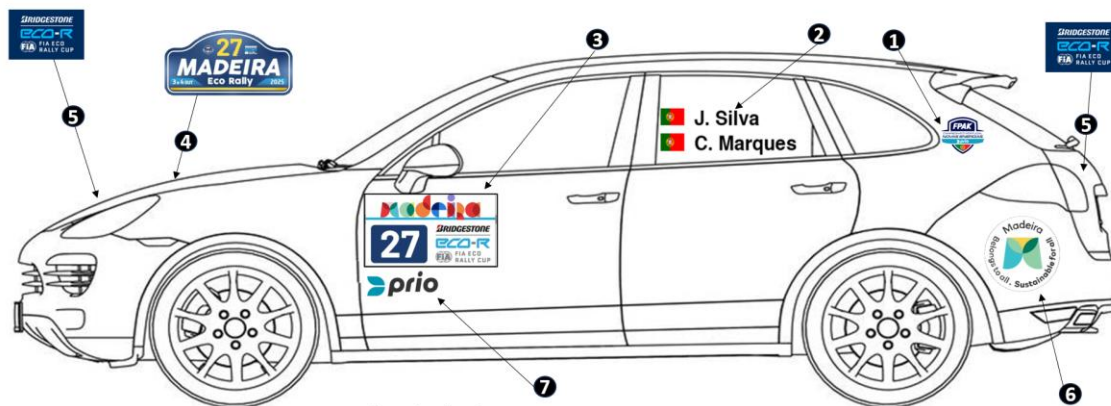
↓	# Jokers
Section 1	2
Section 2	1
Section 3	4

12. ENTRY PROCEDURE AND FEES

12.4. The field for participation is limited to a total of 31 entries. All entry forms received after the above number of vehicles is reached will be entered on a reserve list

13. Advertising Promotion and Publicity

The event has the support of MADEIRA, PRIO and FACTOR ENERGIA, whose logos must appear on the competition numbers. Also, the promotional material requested by FIA, must be placed on the vehicles, as per the diagram below (mandatory):



Dimensions (mm):

- 1 - 120 x 120
- 2 - in accordance with FIA regulations (*)
- 3 - 600 x 330
- 4 - 350 x 170
- 5 - 150X100
- 6 - 250 (diameter)
- 7 - 250 x 100

(*) production is the responsibility of each competitor



OTHER INFORMATIONS

The start in the RS will be Auto-Start. The ideal time will be the one indicated on the timecard, in case of delay in arriving at the RS departure point **there will be no compensation**, unless otherwise indicated by the COC. Each RS will be signaled as follows:

Start RS



End RS



1. For the control of timing, we will use a system with the following process. In the RS we will have a number of secret control points measured to 1 meter accuracy. For each of these points will be calculated the ideal time of passing each competitor with accuracy of 1/10 of a second. The difference between each competitor's ideal time and their real time in this point, whether by delay or advancement, will be counted as a penalty and accurate to 1/10 of a second.
2. The timing process will be done by GPS/GSM, with just in time information on the site www.meustempos.pt, where you can see the penalties at each secret control point, the location of each of these points (only after all competitors passes in this points), as well as the classification every moment. Two redundant devices will be installed in each vehicle in the beginning of the day.
3. The maintenance of the equipment and its correct placement are the responsibility of each competitor. In case of abandonment, each competitor must hand over their equipment to the race office or to the safety car.
4. We will have, as maximum penalty at each point, 1 minute by advance or delay. If a competitor passes a control point with more than 60 seconds of delay or advance has only the equivalent of 60 seconds of penalty.
5. Overspeed will be monitored using the Anube system and reported to sports authorities, as will mandatorily stops at STOP signs.
6. The Anube GPS/GSM system also allows:
 - Notify an SOS signal to Race Direction.
 - Respond to a race direction request with SOS or OK.
 - Receive a caution alert from race direction.

2 seg	SOS + Press red and green buttons simultaneously for 2 seconds	REQUEST FOR IMMEDIATE MEDICAL ATTENTION
2 seg	CAUTION Press Red button 2 seconds	VEHICLE STATIONARY
2 seg	OK? Everything is OK Pilots are NOT well. Next you have to issue an SOS	Clerk of course requests status to the participants



7. Competitors should provide at the Administrative Checks and also at the Initial Scrutineering the relevant **"Certification of Conformity" (CoC)** from the car he/she is using. This document may be requested to the dealer from where the car was collected.
8. The vehicles must start the event with a fully charged battery pack (State Of Charge = 100%); this value should be the nominal capacity (not the usable capacity) in kWh of the propulsion battery pack." As stated in Article 6.2 of the Technical Regulations.
9. We will use the following model of time card. Competitors can use in the squares on the yellow surface

TIME CARD			
 TC 1.1	Car n° 	Day 1 - S1 Friday, 03.10.2025	
RS 01	START (Auto- Start) START TC 1.1 H M → TARGET TIME 00 55		COMPETITOR USE RS 01 H M
RS 02	RS 01 - Paul da Serra (Auto Start) 29,846 REAL START TIME FOR RS 01 H M → TARGET TIME 00 52		RS 02 H M
TC 1.2	RS 02 - Ponta do Pargo (Auto Start) 45,235 REAL START TIME FOR RS 02 H M → TARGET TIME 01 05 TC 1.2 H M		TC 1.2 H M
TC 1.2 competitors can enter in advance without penalty, 5 minuts delay			

10. The Average Speeds Table It will be published on the official notice board as described in the FIA Eco Rally Cup sporting regulations. As this example:

From Km	To Km	Average Speed (kms/h)
0,000	1,300	30
1,300	3,900	45
3,900	4,200	30
4,200	8,500	45

11. During the event 3 meals will be served in:
 - 12:30, 3 October → Lunch **Aqua Natura Hotel** - Porto Moniz
 - 20:00, 3 March → official dinner (presence awards) in **Casino do Funchal**, Funchal
 - 14:00, 4 October → final lunch in **"Hotel D. Pedro"**, Machico
12. According to 2026 Guidelines for FIA Eco Rally Cup Organizers,
 - there will be no secret controls in the first 500 meters of each RS.
 - there will be no secret controls in the first 500 meters after a stop sign.
 - there will be protection zones indicated in the roadbook, where no secret controls will be placed.



13. The following prizes will be given at the final ceremony by this order:

- FIA ECO RALLY CUP - first 3 competitors of the Final Overall Classification
- FIA ECO RALLY CUP - best on efficiency classification
- FIA ECO RALLY CUP - winners of the Machico Hill Climb SSS1+SSS2)
- FIA ECO RALLY CUP - best female team
- FPAK CPNE - PRIO - best team
- FPAK CPNE - PRIO - first 3 competitors in the efficiency Cup
- FPAK CPNE - PRIO - first 3 competitors in the regularity Championship

Administrative checks: 2.10.2026 – Thursday –16h00 | 19h00 Royal Savoy Hotel, Rua Carvalho Araújo, Funchal, (32.642403, -16.920536)

Scrutineering timetable 02.10.2026 - Friday:

16:00	16:30	1	2	3	4	5	6
16:30	17:00	7	8	9	10	11	12
17:00	17:30	14	15	16	17	18	19
17:30	18:00	20	21	22	23	24	25
18:00	18:30	26	27	28	29	30	31



APPENDIX 2 – Itinerary

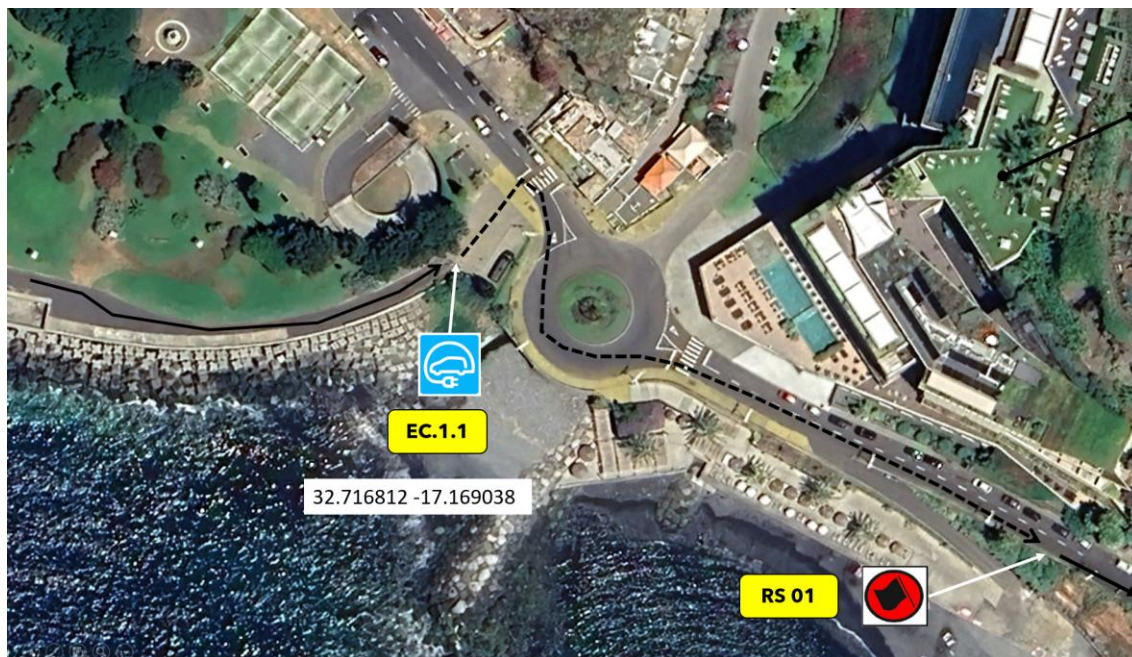
TC RS	LOCATION	RS Dist.	Liasion Dist. (Km)	Total Dist.	Target Time (h:mn)	AVS (Km/h)	1st Car (h:mn)
Saturday, 3 October 2026							
TC 1.1	Funchal						09:00
EC 1.1	Energy Control		34,540	34,540	00:50	41,45	09:50
	Start of RS 01		0,290	34,830	00:05	---	09:55
RS 1	Calheta	9,083					09:55
	Start of RS 02		1,667	10,750	00:22	29,32	10:17
RS 2	Paul da Serra	21,294					10:17
	Start of RS 03		1,706	23,000	00:40	34,50	10:57
RS 3	Porto Moniz	44,075					10:57
TC 1.2	Porto Moniz		2,945	47,020	01:15	37,62	12:12
Section 1							
TC 2.1	Porto Moniz						14:15
	Start of RS 4		5,230	5,230	00:15	20,92	14:30
RS 4	Factor Energia	29,169					14:30
	Start of RS 5		9,571	38,740	01:02	37,49	15:32
RS 5	Rabaçal	41,537					15:32
EC 2.1	Energy Control		0,193	41,730			---
TC 2.2	Funchal		29,970	71,700	01:43	41,77	17:15
Section 2							
Total day 1				145,158	86,112	231,270	
Sunday, 4 October 2026							
TC 3.1	Funchal						08:00
EC 3.1	Energy Control		12,110	12,110	00:22	0,00	08:22
	Start of RS 06		0,100	12,210	00:05	---	08:27
RS 6	Funchal	27,987					08:27
	Start of RS 07		13,803	41,790	01:10	35,82	09:37
RS 7	Pico do Arieiro	32,966					09:37
	Start of RS 08		2,074	35,040	01:05	32,34	10:42
RS 8	Faial	7,590					10:42
	Start of RS 09		9,620	17,210	00:30	34,42	11:12
RS 9	Quinta do Furão	28,657					11:12
	Start of RS 10		4,123	32,780	00:55	35,76	12:07
RS 10	Santo da Serra	12,154					12:07
EC 3.2	Energy Control		0,126	12,280			---
TC 3.2	Campo de Golf (*)		0,000	12,280	00:20	36,84	12:27
Section 3							
TC 4.1	Campo de Golf						12:40
	Água de Pena		4,660	4,660	00:10:00	27,96	12:50
SS 1	Machico Hill Climb 1	2,895					12:50
	Água de Pena		5,035	7,930	00:12:30	38,06	13:02:30
SS 2	Machico Hill Climb 2	2,895					13:02:30
TC 4.2	Machico		7,735	10,630	00:15:30	41,15	13:18:00
Section 4							
Total day 2				115,144	59,386	174,530	
TOTALS OF THE RALLY				254,512	128,068	382,580	
TOTALS OF THE RALLY with Hill Climb				260,302	145,498	405,800	

(*) FIA Eco Rally Cup competition, ends in TC 3.2



APPENDIX 4 – E.C. localization

Section 1 & 2





Section 3

