



November 28th to December 1st, 2019

Supplementary Regulations

VISA FPAK Nº 329/TT Ex/2019

Emitido em 30/10/2019



PAST WINNERS

1998

1st Miguel Farrajota / Bianchi Prata / Bernardo Villar Nissan Terrano II
2nd Rogério Almeida / Carlos Almeida / Isidro Almeida / Nuno R. Silva Nissan Terrano II
3rd António Bayona / Rui Sousa / Nuno Rocha / António Coimbra Nissan Terrano II

1999

1st Miguel Farrajota / Bianchi Prata / Ruben Faria / Hélder Rodrigues Nissan Terrano II
2nd António Bayona / Nuno Rocha / Rui Sousa Nissan Terrano II
3rd Rodrigo Costa / Jaime Sousa / José Soares / Pedro Chaves Toyota Land Cruiser

2000

1st Jorge Serra / Filipe Campos / Carlos Rolla / Ângelo César Machado Toyota Land Cruiser
2nd Santos Godinho / Manuel Russo / António Bayona / António Coimbra Nissan Terrano II
3rd Hélder Pimenta / Miguel Ribeiro / António Durães Nissan Terrano II

2001

1st Hélder Pimenta / Hélder Oliveira / Miguel Ribeiro / António Durães Nissan Terrano II
2nd Rodrigo Costa / Jaime Sousa / Michel Lacombe / João Teixeira Gomes Toyota Land Cruiser
3rd António Coimbra / Pedro Silva Nunes / João Belo / João Nunes Nissan Terrano II

2002

1st Jorge Serra / Carlos Rolla / Filipe Campos / Luís Costa Toyota Land Cruiser
2nd Luís Dias / Rui Sousa / Manuel Mello Breyner / Pedro Mello Breyner Nissan Navara
3rd Robert Poletti / Laurent Poletti / Jacques Mureau / Stéphane Santucci Fouquet

2003

1st Rui Sousa / Luís Dias / Manuel Mello Breyner / Pedro Mello Breyner Nissan Pick Up Navara
2nd Carlos Sousa / Miguel Barbosa / Stéphane Peterhansel / Miki Biasion Mitsubishi Strakar
3rd Alain Perreau / Herve Durand / Joel Clevenot / Christian Duple Fouquet

2004

1st Mário Andrade / Gerard Moncé / Stephane Barbry / Alexandre Andrade Monce Renault Clio
2nd Robert Poletti / Laurent Poletti / Philippe Letang / Georges Lansac Fouquet
3rd Paulo Marques / Miguel Veloso / Paulo Ferreira / Filipe Palmeiro Nissan Pick Up TTMB

2005

1st Robert Poletti/ Laurent Polleti/ George Lansac/ Reynald Prive Buggy Fouquet
2nd Andris Dambis/ Maris Soukans/ Igors Skoks OSC/Oscar
3rd Yves Morize/ Philippe Letang/ Pascal Thomasse Fouquet BMW M3

2006

1st Yves Mourize / Philippe Letang / Pascal Thomasse / Yves Tartarin Fouquet BMW M3
2nd Mário Andrade / Gerard Monce / Stéphane Barbry / Alexandre Andrade Renault Clio V6
3rd Adélio Machado / Maria Pires de Lima / José Mendonça / Rui Lopes Toyota Land Cruiser

2007

1st Mário Andrade / Gerard Monce / Stéphane Barbry / Alexandre Andrade Monce Renault Clio V6
2nd Yves Morize / Philippe Letang / Georges Lansac / Michel Salvatore Fouquet BMW M3
3rd Rui Sousa / Edgar Condenso / Henrique Marques / João Seabra Isuzu Rodeo

2008

1st Thierry Charbonier / Nicolas Gibon / Yves Fromont
2nd Pedro Lamy / Ricardo Leal dos Santos / Serge Finkelstein / Jean Marc Schmit
3rd Andris Dambis / Mauris Saukans / Igors Skoks

Wildcat 200
Schmit–Peugeot 206 TT
Oscar 24

2009

1st Mário Andrade / Alexandre Andrade / Stephane Barbry / Georges Lansac
2nd Nicolas Gibon / Thierry Charbonier / Patrick Martin / Yves Fromont
3rd João Pais / João Rato / Francisco Cabral / António Pais

Moncé Clio V6
Bowler Wildcat
Mazda BT-50

2010

1st Pedro Lamy / José Pedro Fontes / Luis Silva / António Coimbra
2nd Hirigoyen Fanxoa / Xavier Mouhica / Cedric Wadoux / Aurélie Beyris
3rd Laurent Dornel / Hugues Lacam / Mickael Caze / Anicet Garicoix

BMC – BMW
Renault Clio Monce
Caze Buggy Nissan

2011

1st Mário Andrade / Cédric Duplé / Carlos Sousa / Francisco Pita
2nd José Amado / Américo Santos / Igor Marques
3rd Antonio Manfrinato / Michele Manfrinato / Giovanni Manfrinato

Moncé Clio V6
Nissan Navara
Renault Megane Proto

2012

1st Bernard Boulet / Cédric Duplé / Christian Duplé / Paulo Marques
2nd Mário Andrade / Alexandre Andrade / Georges Lansac / Carlos Sousa / Francisco Pita
3rd Hervé Lhoste / Gilles Billaut / Philippe Boutron

Sadev Buggy
Proto AC Nissan
Bowler Wildcat

2013

1st António Coimbra / Luis Silva / José Pedro Fontes / Miguel Barbosa / Nicolas Clerget
2nd François Florentin / Paul Lamic / Anthony Garden / Pedro Silveira / Francis Lavilhé
3rd Sebastien Vincendeau / Gaetan Serazin / Philippe Tollemer / Guilherme Patrick

JMS BMC-EV2
BMC RR 2M
Propulsion ORYX

2014

1st Jean Brochard / Stéphane Santucci / Mickael Case / Thierry Charbonnier
2nd Alexandre Andrade / Mario Andrade / Charvot Florent / Cédric Duplé / Stéphane Duplé
3rd Jean Chervier / Philippe Berruier / Bertrand Vincendeau / Luis Dias

CASE NISSAN BUGGY
A.C. NISSAN PROTO
PROPULSION ORYX

2015

1st Francis Lauilhe / Pierre Marie Lauilhe / Louis Lauilhe / Philippe Berruer
2nd Igors Skoks / Rudolfs Skoks / Arvis Pikis
3rd Alexandre Andrade / Cédric Duplé / Yann Morize / Miguel Campos

SADEV ORYX
MITSUBISHI PAGERO
AC NISSAN PROTO

2016

1st Alexandre Andrade / Cédric Duple / Yann Morize / Thomas Morize
2nd Francis Lauilhe / Pierre Lauilhe / Louis Lauilhe / Stephane Barbry
3rd José Castan / Benjamin Bujon / Anicet Garicoix / Vincet Demonceaux

AC NISSAN PROTO
SADEV ORYX
RIVET RM SPORT

2017

1st Igor Skoks / Rudolfs Skoks / Arvis Pikis
2nd Pierre Lauilhe / Louis Lauilhe / Stephane Barbry
3rd Michele de Nora / Michele Cinotto / Paolo Bacchella / Carlo Cinotto

MITSUBICHI PAJERO
SADEV ORYX
X-RAID MINI ALL4 RACING

2018

1^o Alexandre Andrade / Cédrique Duple / Yann Mourize / Alexandre Beaujon
2^o Igor Skoks / Rudolfs Skoks / Arvis Pikis
3^o Gilles Billaut / Philippe Boutron / Antoine Galland / Gonzalez Richard

AC NISSAN PROTO
MITSUBICHI PAGERO
FOUQUET BV4 PROTO

CONTENT

		PAGE
Article 1	DEFINITION	5/6
Article 2	CIRCUIT – DESCRIPTION OF THE COMPETITION	8
Article 3	TEAMS	8
Article 4	ADMITTED VEHICLES	10
Article 5	ENTRIES – ADVERTISING	13
Article 6	INSURANCE	14
Article 7	IDENTIFICATION	15
Article 8	APPLYING AND INTERPRETING THE REGULATIONS	16
Article 9	SCRUTINEERING	16
Article 10	PARC FERMÉ	19
Article 11	PRACTICE SESSIONS	19
Article 12	BRIEFING	20
Article 13	RACE	20
Article 14	VEHICLE LIGHTS	26
Article 15	SERVICE	26
Article 16	FUEL AND REFUELLING	27
Article 17	PENALTIES OVERVIEW	29
Article 18	CLASSIFICATION	31
Article 19	PROTESTS / APPEALS	31
Article 20	PRIZE LIST	31
Article 21	VARIOUS	32
Article 22	ANTIDOPING CONTROL	32
Article 23	SAFETY	32
Article 24	PRESENCE PLAN OF THE COMP. RELATIONS OFFICERS	33
Appendix I	ADVERTISING AREAS	34
Appendix II	LOCALISATION AND SECURITY EQUIPMEN GPS/GSM	35

Article 1 DEFINITION

1.1 ORGANIZATION

The Automóvel Club de Portugal organises an endurance off-road competition called **24 HORAS TT VILA DE FRONTEIRA**, between November 28 to December 1.

It will take place in a circuit, specifically conceived for this purpose, and it will be disputed in accordance with the regulations of the International Automobile Federation (FIA), Federation Portuguese of Automobile and Karting (FPAK), and their regulations.

1.1.1 This competition will be run according to Art. 2.3 of the International Sporting Code and can accept the participation of drivers holding sporting licenses issued by an ASN other than FPAK. The special clause in the above-mentioned article of the ISC is applicable and expressly refers that:

“A national competition may, at the discretion of the authorising ASN, accept the participation of licence holders from other ASNs. However, competitors who are foreign licence holders will not be eligible to score points in the classification of the national championship or series.”

According to the same ISC article:

- The groups of vehicles admitted to start are those mentioned in the Supplementary Regulations of the competition.
- The minimum level of sporting licence required for this event is the “National” licence.

In the event of any dispute concerning the interpretation of these regulations, only the Portuguese text will be binding.

1.2 PROGRAMME OF THE COMPETITION

September 2		Opening date for entries
November 8		Closing date for entries at reduced price
November 15		Entries Close
November 20		Publication of the Entry List
November 22		Plan of the Pits
November 26		Closure of the Secretariat at ACP Motorsport
November 27	14h00 – 20h00	Teams Accreditation (delivery of the access passes/credentials for the Paddock, at railway station)
November 28 (Thursday)	09h00 - 22h00	Teams Accreditation (delivery of the access passes/credentials for the Paddock, at the railway station)
	14h00	Opening of the Secretariat at the competition's location
	13h30 – 19h00	Administrative Checks
	14h30 – 20h00	Technical Scrutineering
	16h00-18h30	Vehicles enter Parc Fermé
	19h30	Briefing Portuguese/English
	23h00	Closure of the Secretariat
November 29 (Friday)	08h00-20h00	Teams Accreditations (delivery of the access passes/credentials for the Paddock)
	08h30	Opening of the Secretariat
	08h30	Stewards Meeting
	09h00	Posting of the list of teams admitted in the competition
	09h30 – 11h45	Free Practice session (all categories)
	14h00 – 17h00	Qualifying session for T1, T2, T3 and Promotion E and D
	15h00 – 17h00	Qualifying session for the remaining categories
	17h15 – 18h30	Free Practice session (all categories)
	18h30	Posting of the results of the qualifying session and start grid
20h30	Closure of the Secretariat	
November 30 (Saturday)	07h00-14h00	Accreditations (railway station)
	07h00	Opening of the Secretariat (Paddock)
	12h15 – 12h30	Pit exit and starting of the grid formation
	13h50	Starting procedures
	14h00	Start of the 24 HORAS TT Vila de Fronteira
December 1 (Sunday)	14h00	Finish of the 24 HORAS TT Vila de Fronteira
	14h30	Stewards Meeting
	14h45	Posting of the results
	15h15	Podium and Prize giving Ceremony
	17h00	Closure of the Secretariat

The detailed programme and the location of the scrutineering will be published by bulletin.

1.3 OFFICIAL NOTICE BOARD

Until November 26	AUTOMÓVEL CLUB DE PORTUGAL Monday to Friday (09h00-13h00 / 14h00-18h00) Rua General Humberto Delgado, 3 2685-340 Prior Velho – PORTUGAL Ph: +351 219 429 187 Fax: +351 219 429 192 acpmotorsport@acp.pt www.acp.pt
November 27 to December 1	At the secretariat in Fronteira

1.4 ORGANISING COMMITTEE

Chairman	Carlos Barbosa
Vice-President	João Jordão Marta Barbosa

Address and contacts:

Automóvel Club de Portugal

Rua General Humberto Delgado, 3
2685-340 Prior Velho – PORTUGAL
E-mail: acpmotorsport@acp.pt

Ph: +351 219 429 187
Fax: +351 219 429 192
www.acp.pt

1.5 OFFICIALS OF THE COMPETITION

Stewards of the Meeting	Horácio Rodrigues – Chairman Franco da Silva Paulo Laginha	CDI PT19/0017 CDA PT19/4436 CDA PT19/0059
Clerk of the Course	Orlando Romana	DP PT19/4447
Deputy Clerk of the Course	Jaime Santos	DP PT19/4446
Chief Security Officer	Jaime Santos	DP PT19/4446
Deputy Security Officer	Bruno Vilela	DP PT 19/2521
Chief Logistics Officer	Nuno Vieira	AD PT19/4485
Event Secretaries	Vanda Marcelo Daniela Rocha Alexandra Pires	CDB PT19/4442 TBA AD PT19/4486
Timekeeping	Mário Bandeira	CI PT 19/0691
Chief Medical Officer	Pedro Barradas	TBA
Press Officer	Miguel Fonseca	AD PT19/4483
Technical Scrutineers	Daniel Ribeiro – Chief Jorge Nogueira Nuno Azevedo Pedro Santos Guadalupe Gomes Hugo Silveira David Raposo Rita Cabaça	CTC PT19/1889 CTC PT19/0861 CTC PT19/0887 CT PT 19/0862 CTE PT 19/7075 CTE PT 19/5089 CTE PT 19/5087 CTE PT 19/7074
Post Chief Marshals	Rui Coelho João Cortez de Almeida	CCP PT19/4458 CCP PT19/4455

Paddock Coordinator	Filipe Santos	AD PT 19/7078
Chief Track Marshal	Hugo Lourenço	AD PT 19/4468
Competitors Relations Officers	Fernando Mira	CDB PT19/4439
	Marco Assunção	CDE PT19/4444
	Silvério Gonçalves	CDB PT19/4441

Article 2 CIRCUIT – DESCRIPTION OF THE EVENT

2.1 The competition takes place in a circuit, about 15 kilometres long, located in the surroundings of Fronteira village, in district of Portalegre.

2.2 The competition will be run in an anti-clockwise direction. Competitors that do not follow this rule will be disqualified.

2.3 It is absolutely forbidden to drive out of the race's itinerary, signalled by arrows and plastic band.

If a vehicle goes off the track, the team concerned should return track at the same point or as close as possible to the place of exit.

Any infraction to these rules will imply a minimum penalty of 1 Lap, which can be changed by the Stewards of the Meeting.

2.4 In the event of a track blockage, either partial or totally, the first competitors to arrive there should try to clear the track and help the competitors in trouble.

There will be no compensation whatsoever, for delays caused by such situations.

In these cases, the organization will provide an alternative track, which must be followed by the competitors as if it was part of the original track.

In any case, competitors are forbidden to leave the track unless authorized by the organization.

2.5 The drivers must observe and follow the instructions given by different types of flags used throughout the course strictly, in accordance with article 2.4 of Appendix H, of the CDI (International Sporting Code).

2.6 The competition has a duration of 24 hours and the winner will be the team that has travelled the greatest distance during that period. There will be no compensations for the time spent in the pits during driver change, repairs or refuelling, or in case of breakdown.

Article 3 TEAMS

3.1 For an exact understanding of the following text, the following words must be defined:

- **“Entrant / Competitor”**: is the physical (one of the drivers) or moral (company name) entity that represents the vehicle.
- **“Team”**: is the group of drivers of each vehicle.

3.2 All drivers that have Sporting Licenses – International A, B, C, or National may enter this competition.

3.3 Every team can be formed by 3, 4 or 5 drivers.

One driver can be part of one or more teams but must be the 4th or 5th driver of each and must have the same moral competitor.

If a driver entered in two teams is driving at the moment of an eventual disqualification of one of the teams, this driver will be immediately excluded from the competition and he is not allowed to drive any car of the other teams still in the competition.

The substitution of a team member can be done until the scrutineering takes place. Changing two or more team members, can only be done with the approval of the Stewards of the Meeting.

3.4 During the free practice session, **2 drivers of the same team may be on board or a driver from the team related to the vehicle and one of another team.**

3.5 Throughout the duration of the qualifying session, **2 drivers may be on board the vehicle, although in this case they will have to be necessarily of the same team.**

3.6 Throughout the competition only the driver and the co-driver (registered as such) can stay in the vehicle.

3.7 During the qualifying, warm up and race, each team may only change their drivers exclusively in their respective pit area. Any infraction will imply one (1) Lap penalty.

3.8 The driving shift is defined as the time interval between:

- The start of the race and the entrance of the vehicle in the pit area for the first driver change;
- Exiting the pit area after the driver change and the entrance in the pit area for the next driver change;
- Exiting of the vehicle from the pit area, after the last driver change, and the arrival to the finish line;

3.9 **Each driving shift cannot exceed 3 hours.** At the end of the competition, the total duration of each driver's shift must be more than one lap and less than 12 hours.

The time spent inside the pit area, does not count for this calculation.

The time of intervention of PACE CAR until the opening of the entrance to the pits, will not be considered for the eventual excesses of the duration of driving shifts.

Any infraction will have the following penalties:

	Penalty (for each 15' or fraction)
1st Infraction	1 lap
Infraction for more than 1 Hour	Disqualified

3.10 Each team is responsible for the management of their driver's driving shifts.

3.11 The duration of each driving shift is controlled by the Organization in a post located at the end of the pit area, just before entering the track. **All teams must stop at this control, even if there was no driver change during their pit stop.**

Any infraction will have the following penalties:

	Penalty
1st Infraction	2 Laps
2nd Infraction	5 Laps
3rd Infraction	Disqualified

3.12 During the whole competition, the clerk of the course may request the stop of any vehicle to identify the driver.

3.13 The time spent by the teams at the controls mentioned in articles 3.10 and 3.11 will not be deducted from their respective total race times.

3.14 The use of homologated helmets and racing suits is compulsory for all drivers. The use of homologated undergarment, according to FIA regulation 8856-2000 is compulsory (long sleeve undershirt and trousers with pant legs, socks and balaclava). There will be no verification of this equipment at the administrative checks or at the scrutineering, being their use responsibility of the drivers. The Technical Scrutineers or the marshal at the exit of the pits can at any time check if the drivers are wearing the compulsory equipment. Should that not be the case, the entry into the track can be denied and the driver must return to the pit, following the instructions of the marshals.

The HANS system is compulsory.

3.15 Any fraudulent, unfair or incorrect attitude by team members will be judged by the Stewards of the Meeting, who will decide the eventual Penalty, which can go up to the team's disqualification. The Stewards of the Meeting can ask ADN for other sanctions.

3.16 The Promotional Classes A, and B are reserved for Portuguese drivers only.

Article 4 ADMITTED VEHICLES

4.1 GROUP T1 FIA: Upgraded cross-country vehicles derived from vehicles.

Class 11	4-wheel drive TT	up to 1600 cc.
Class 12	4-wheel drive TT	from 1601 to 3000 cc.
Class 13	4-wheel drive TT	from 3001 to 3500 cc.
Class 14	4-wheel drive TT	over 3500 cc.
Class 15	2-wheel drive	Diesel
Class 16	2-wheel drive	Petrol

4.2 GROUP T2 FIA: Series production cross-country vehicles.

Class 21	4-wheel drive TT	up to 1000 cc.
Class 22	4-wheel drive TT	from 1001 to 1300 cc.
Class 23	4-wheel drive TT	from 1301 to 1600 cc.
Class 24	4-wheel drive TT	from 1601 to 3000 cc.
Class 25	4-wheel drive TT	from 3001 to 3500 cc.
Class 26	4-wheel drive TT	over 3500 cc.

4.3 GROUP T3 FIA: Improved Cross-Country Vehicles.

Class 31	T3 4x4
Class 32	T3 4x2

4.4 The Promotion Category is open to the follow vehicles:

Promotion A (T0 – FPAK – Portuguese ASN)

- 1) Vehicles from the UMM and Jimny ex Trophy's (see regulations from this two ex-trophy's)
- 2) 4x4 Vehicles with chassis in conformity with the manufacture constructor.
Is forbidden replace any part from the bodywork, dashboard, and the engine. Is also forbidden make some reinforcements in the chassis and suspension. Is allowed to replace the shock absorbers, but is not allowed increase the quantity of this.

Promotion B

- Non 4x4 vehicles (see FPAK regulations for TA)

These vehicles should keep the original aspect (bodywork and chassis), the original displacement, original suspension system, but free in the quantity and quality of the shock absorbers. The reinforcements are free.

Promotion C:

- Vehicles according to FIA 2004 technical specifications.
- Vehicles from the Tomaz Mello Breyner and Terrano II ex trophy's (see regulations from this two ex-trophy's)

Promotion D:

- Groups A, N and P Vehicles.

Promotion E:

- Vehicles that are not included in any of the previous promotions, and vehicles with specifications of the French Endurance Championship (T1A and T1B).

The SSV vehicles that want to participate in this competition should be framed in the FIA regulation of the T3 group, in accordance with Article 283 and 286 of Appendix J or as per FFSA Technical Prescriptions 2019 for SSV and T3.

4.5 Turbo conversion factor: 1.7 for all Diesel engines (T1 and T3)
Turbo conversion factor: 1.5 for all Diesel engines (T2)

4.6 In any category, it is not required to use restrictor (admission).

4.7 There will be created a classification for diesel vehicles and for 2WD (4x2) vehicles in Promo E.

4.8 All vehicles within a Class with less than 5 entrants will only count for the overall and their respective group classification.

4.9 It is allowed to remove the passenger seat and spare wheel during the whole race.

4.10 The participation of a co-driver during the competition is permitted, if the following conditions are met:

- The co-driver must hold a sporting licence valid for the present year (minimum regional);
- Must use and wear security equipment identical to the drivers (**helmet, suit, fireproof underwear and gloves**);
- Can only enter in one team;
- Does not make any kind of intervention to the car during the race (driving or mechanical), whatever the circumstances are. Failure to respect this rule will lead to immediate disqualification of the team;
- **Cannot participate in the race as a driver.**
- Co-Driver entry fee 250 €.

4.10.1 The co-driver must present himself at the secretariat during the administrative checks to receive the co-driver's bracelet, which must be worn during the competition.

4.10.2 Vehicles **may only spread the necessary exhaust gases**, according to Article 282 – 3.9 of Appendix J. If by any chance a technical scrutineer, official or Marshall detects excessive exhaust gases, causing extreme smoke that may compromise security, during free practice or the competition, the competitor must return immediately to the pit after notification by the Clerk of the course, to solve the problem.

In case of repetition, the team will incur into a penalty of two (2) laps and must return to the box to solve the problem.

Should this occur again, the team will be disqualified.

Article 5 ENTRIES – ADVERTISING

5.1 The entry fee for a vehicle (including the team's entry and third-party insurance – Art. 5.2), for entries received **until November 8, 2019 will be fixed:**

5.1.1 with all the compulsory advertising, in the race numbers, race plates and windscreen band and all optional advertising:

Group T1, T2, T3	Until the day 8/11	Of the 9/11 a 15/11
3 / 4 pilotos	3.560 €	5.600 €
5 pilotos	4.320 €	6.350 €
Promotion C, D e E		
3 / 4 pilotos	3.560 €	5.600 €
5 pilotos	4.320 €	6.350 €
Promotion A e B		
3 / 4 pilotos	2.290 €	4.320 €
5 pilotos	2.800 €	4.830 €

The Entry fee includes:

- Insurance (civil liability)
- Advertising
- Towing in the competition
- Petrol Station
- Access to classification and vehicle location from the Pit
- 1 co-pilot (Art.4.10)
- Pit (5mx5m)
- 220V electricity and three phase installations every 3 pits
- Water near the Pit
- Transponder and GPS/GSM – Security System (refundable deposit of 600€)

Information regarding VAT

- Invoices issued to EU and foreign companies, are not subject to VAT (VAT- Reversed charge);
- Invoices issued to Portuguese entities, either companies or individuals resident in Portugal or abroad, are subject to VAT – tax rate of 23%.

5.1.2 Without the optional Organization's advertising (including the windscreen band, in 2 panels of 50x52 cm and in 2 panels of 30x30 cm): Entry fee is aggravated in 100%.

5.2 All payments should be made by swift bank transfer, up to November 15, to:

Account Name	<i>Automóvel Club de Portugal</i>
Bank	BPI
SWIFT	BBPIPTPL
IBAN	PT50001000002673878001336

Note: *It is compulsory to attach the confirmation of the bank transfer online.*

5.3 The entry will be null if not accompanied by the respective entry fee.

5.4 All entry fees will be reimbursed integrally to all candidates whose entry were denied, and to all enrolled competitors in case the competition is cancelled.

5.5 The organization will reimburse a variable tax of the entry fee to competitors that, for a serious reason, cannot be present at the start of the competition if they communicate to the organization by registered letter. The amount retained from the entry fee will be the following:

- 25% of the entry fee in case of receiving the communication at least 30-16 days before the date of scrutineering
- 50% of the entry fee in case of receiving the communication between 15-8 days before the date of scrutineering.
- 10% handling charge will always be applied.

5.6 When signing the entry form, the entrant, as well as all team members, will be submitted to the sporting jurisdictions specified in the CDI (International Sporting Code), and to the present regulations.

5.7 The race numbers will be distributed according to:

- the first 10 competitors of the previous edition, provided that the name of the team remains the same and is composed by at least one driver of last year's team.
- according to the team's entry order, taking in account the date of the entry fee payment.

Should any competitor wish a specific competition number, please mention it in the entry form.

5.8 The maximum number of entries accepted is **90**.

Article 6 INSURANCE

6.1 The entry fees include the civil liability insurance towards third parties, according to the law.

The maximum indemnity per accident is limited to 48.560.000€ or 9.760.000€ in corporal or material damages, respectively.

This insurance cover will come into effect with the administrative checks, scrutineering, and end upon the expiration of one of the following time limits, whichever is the later:

- Time limit for protest or appeal
- End of post-event scrutineering
- Moment of retirement or exclusion from the event
- End of the prize giving ceremony

Insurance Company:

Companhia de Seguros Tranquilidade SA

Av. da Liberdade, 242

1250-149 Lisboa

Portugal

Tel +351 218 525 432 - 917 775 432 / Fax +351 213 584 231

E-mail: infogeral@tranquilidade.pt

Insurance number: **0003703362**

6.2 In case of an accident, the entrant (or one representative) should contact the organization in writing, within a 48-hour limit, stating the circumstances of the accident, as well as the names and addresses of the eventual injured persons.

6.3 This insurance does not cover personal damage of the drivers or their vehicles.

6.4 AUTOMÓVEL CLUB DE PORTUGAL, as well as the Organizing Committee, decline any responsibility for all accidents that may occur during the competition.

Article 7 IDENTIFICATION

7.1 The organizing committee will supply each team with 2 race plates and 4 panels containing the race number (stickers).

7.2 During the whole meeting, starting at the scrutineering until the end of the competition, the competition plates must be correctly positioned and visible on a vertical plane, at the front and rear of the vehicle.

These race plates comprise the competition number, the name of the event and the organization's main sponsor.

7.3 The panels with the competition numbers should be placed at the vehicle's front doors (50x52 cm), and on a vertical support placed centrally on top of the vehicle's roof (30x30 cm), in a way that is visible from both sides. The organization will supply all panels (stickers). **The teams only must provide the vertical support for the rooftop, and apply the panels supplied. This support must be lightened (5 Watts) on both sides for the illumination of the numbers during the whole.**

7.4 If one race plate or panel is missing or wrongly placed, it will imply a penalty, for each, of 10% of the amount of the entry fee.

If there are two or more competition plates or panels missing or wrongly placed, it will imply a penalty, for each, of 20% of the entry fee.

7.5 The driver's names together with the respective country flags should be placed over the front doors or mudguards, otherwise a penalty of 10% of the entry fee will occur.

7.6 All the drivers will be distinguished from other team members by means of a personal and non-transferable plastic bracelet. If the marshal placed at the end of the pits detects a driver without bracelet, he (she) will not be authorized to entering the track.

A driver detected on track without bracelet will incur into the following penalties:

	Penalty
1st Infraction	1 Lap
2nd Infraction	3 Laps
3rd Infraction or more (each)	5 Laps

In case deterioration of the plastic bracelet, the driver should ask the organization for a replacement, to avoid the penalties described above.

Article 8 APPLYING AND INTERPRETING THE REGULATIONS

8.1 The Clerk of the Course is responsible for the application of these Regulations during the whole competition.

8.2 Any complaint about this application or any other case that is not described will be studied by the Stewards of the Meeting, the only entity that can decide over these matters.

8.3 All the eventual modifications or supplementary dispositions will be announced by a dated, numbered and signed bulletin. These bulletins will integrally be part of the regulations and will be fixed in the official notice board of the competition (Article 1.3). Equally, they will be communicated directly to the teams in the shortest time possible. The signature of the competitor confirms the reception of the bulletin.

Article 9 SCRUTINEERING

9.1 Both technical and administrative scrutineering will take place on November 28 and according to the competition's timetable.

A bulletin will be issued stating the exact place of the scrutineering and the timetable.

9.2 All teams that participate in the competition should be present with their vehicle according with the timetable. Any delays will imply the following penalties:

	Penalties
From 1 to 15 minutes	Penalty of 150 €
From 16 to 30 minutes	Penalty of 250 €
More than 30 minutes	Participation denied

9.3 The entrant may change the vehicle to be used in the event by another of the same group, only before the administrative checks.

Documents to be presented at the administrative checks:

- Competitor's licence (team or driver)
- Sporting licences
- Technical passport of the vehicle
- Homologation form (only for T2 vehicles)

To be presented at the technical scrutineering:

- Technical passport of the vehicle
- Homologation form (only for T2 vehicles)
- Fire extinguisher with at least 6 kg (must stay all the time in the pit)
- Safety Equipment forms (duly filled in)
- Advertising plates on the vehicle

9.4 Only the teams approved in the administrative checks can proceed to the technical scrutineering with their race plates and numbers, where they will be checked:

Vehicle's make and model; Group specifications; Safety

- The teams have (1) hour maximum, between the end of the administrative checks and the beginning of the technical scrutineering.

The non-compliance with this will incur into a penalty of 100€.

9.5 The start will be denied to all vehicles that are not according to the prescriptions of the FIA safety regulations and the present regulations.

9.6 There may be complete checks for either team members or vehicles at any time during the event. The entrant is responsible, always, for the vehicle's technical conformity. The fact of submitting the vehicle to Scrutineering is considered as a declaration of conformity with the regulations.

9.7 It is the team's responsibility to protect any identifying marks, when applied, until the end of the competition. Its absence implies disqualification.

Sealing holes must have been drilled (according to Art.19.1 and the appendix 2 of FIA Cross Country General Prescriptions 2019):

For T2 vehicles: Cylinder block, chassis, front differential, rear differential, gearbox, transfer box, sump and cylinder head;

During the competition, teams with T2 vehicles, wishing to replace any mechanical sealed body, should inform the organization. Replacement of mechanical parts referred to implies the passage of the car to group T1.

If the information is not provided to the Organization, the team will be disqualified at the moment the situation is detected, which may be during or at the end of the course.

For T1 and T3 and Promotion there will be sealings on the cylinder block and turbo.

The vehicles T2 must be presented in Scrutineering with the holes made previously and with the lower protections removed.

In case of non-compliance with this rule, Scrutineering will be denied, and another Scrutineering time will be assigned.

9.8 Any fraudulent behaviour like presenting modified identifying marks as if they were intact will equally imply the team disqualification, as well as the disqualification to any teams that may have helped to commit this infraction.

9.9 It is allowed to replace the whole motor block. The replacement of the motor block implies into a 30 laps penalty. The team that wishes to replace the motor block must ask at the secretariat for the presence of a technical scrutineer at the pit, for them to seal the motor block before the installation. The non-compliance with this rule implies into disqualification.

9.10 All the teams must install a Transponder in their vehicle, as per the instruction of the time keeping team, at the technical scrutineering

9.11 A complete inspection of the vehicle, including dismantling of the vehicle for the teams on the top of the overall classification, for group and category, as well as any other team, may be determined by the Stewards of the meeting, in accordance to their duty, after a protest or by suggestion of the Clerk of the Course.

9.12 All the teams must install a localization and security system Iritrack GPS/GSM in their vehicle.

This system allows the organiser to verify, per computer, the localisation of the vehicle and confirm the compliance of the itinerary, any time during the race and apply according to the regulations,

- This system allows the organiser to verify, per computer, the speed at any time and apply to the regulations in case of excess speed at the pits, between yellow flags or in any other situation during the competition.

- This system also allows the drivers to contact the organiser in case of an accident, pressing the SOS button, as per appendix II.
- The use of the SOS system without reason implies into penalties defined by the Stewards, which may incur into disqualification.
- The teams having an Internet may follow the vehicle in their pit, situation to be confirmed by bulletin.
- The Iritrack GPS/GSM system may never be used as support for any protest, being its unique purpose the visualisation of the vehicle.
- During the race, the equipment may be replaced due to autonomy reason, a situation to be confirmed by bulletin.
- Any attempt of manipulation or interference to the system will be communicated to the Stewards, who will apply a penalty, which can lead to exclusion from the race. If it is proved during the competition that any vehicle has lost connection through Iritrack GPS/GSM due to deliberate action of the team, it will be disqualification from the competition.

9.13 After the end of the Scrutineering, day 28 to 1, after the end of the competition, the competition cars at competition may not circulate outside the competition zone, which includes the Paddock, the streets of the industrial zone (Rua das Indústrias, Estrada da Ribeira da Lapa, Rua do Bairro Industrial), Rede Energia petrol station, the circuit and any other itinerary provided by the organization.

Any exception to this rule must be sent to the Stewards of the Meeting.

Article 10 PARC FERMÉ

10.1 The vehicles are subject to the Parc Fermé rules (all repairs or refuelling are forbidden):

- At the time that the competition finishes until the time for protests and appeals expires.

10.2 All infractions to the Parc Fermé rules will imply into a penalty that may go up to disqualification.

Article 11 PRACTICE SESSIONS

11.1 The Free practice and Qualifying Session period will be according to the programme of the competition and will aid the preparation of the starting grid of the competition.

11.2 The practice session will finish the moment that a vehicle crosses the finish line (transponder).

11.3 The practice session will be finished, independently of the number of vehicles that have concluded their session, 20 minutes after the passage of the first vehicle on the finish line, upon conclusion of the qualifying period.

11.4 The participation in the qualifying lap is compulsory. The participation will be denied to all teams that do not complete the qualifying lap, except in cases of “force majeure”, recognised and accepted as such by the Stewards of the Meeting.

11.5 For the classification of the qualifying lap will be considered the time of the lap performed by each team.

11.6 In case of a tie in the times of the qualifying lap between two or more teams, the best position will be given to the first team finishing the lap the fastest.

11.7 In no circumstance is it allowed to repeat the repeat the qualifying lap.

Article 12 BRIEFING

12.1 According to the programme of the competition.

Article 13 RACE

13.1 Starting grid formation

13.1.1 The access of the vehicles to the track will be permitted according to the timetable of the event.

13.1.2 After leaving the boxes the vehicle will enter the track defined by the organization, to prepare the starting grid formation. The drivers should follow the instructions of the marshals to place their cars on the starting grid.

13.1.3 All vehicles that do not exit the pit lane during the scheduled time or come back to the pits after entering the track will start from the pit lane.

13.1.4 Any vehicle that exits the pit lane during the scheduled period (art. 13.1.1) but doesn't reach its position on the starting grid on time (according to the timetable of the competition) will start on the last row.

13.1.5 In any of the cases mentioned in article 13.1.3 e 13.1.4, the place on the grid corresponding to the team that did not reach it on time will be empty.

13.1.6 Service is allowed on the grid up to 10 minutes before the start. After the 10 minutes panel indication, competitors that are still being serviced will incur on a penalty of one Lap.

13.1.7 The grid will comprise of three vehicles per line.

13.2 Starting Procedures

13.2.1 The starting procedures will begin with the grid in its place **10'** minutes before the scheduled Starting Hour. At that moment, a 10 MIN panel will be shown, accompanied by a sonorous signal.

Everybody should leave the starting area to the pit lane at this time except the driver. It is not allowed to start the engines.

13.2.2 A 5' panel will be shown together with a sonorous signal, 5 minutes before the starting hour. Drivers can start their engines at this time.

13.2.3 A 1' panel will be shown together with a sonorous signal, 1 minute before the starting hour. A 30'' panel will be shown together with a sonorous signal, 30 seconds before the starting hour.

13.2.4 The starting signal will be done by the lowering of the green flag, ACP flag or Portuguese flag a warning sound, and the red light to be off.

13.2.5 If any vehicle remains at the grid 2 minutes after the start, it will be towed to the pits by the organization.

13.2.6 Any team that does a jump-start will be penalized with one Lap (minimum)

13.3 Signalling

13.3.1 Flags

Flags used by the clerk of the course or his assistant

(Presented at the Starting Line)

- **Starting Flag (green)**
- **Chequered Flag (black and white squares)**

Flags used by the clerk of the course or his assistant

(Presented right before the transponders Line and in places identified by an ACP tent)

- **Red Flag:** It indicates that all drivers should stop racing, therefore reducing their speed, and proceed with maximum care to the place indicated by the marshals. At the same time, a red flag will be shown at all posts.
- **Black and White Flag:** divided diagonally, presented with a black number on a white surface, will mean a warning to the driver considered with a non-sporting behaviour. It will be shown only once.
- **Black Flag:** fixed, presented with black number on a white panel – The driver concerned must stop on his pit at the end of the next lap. If this warning is due to a

non-sporting behaviour or any other fault, a 10 minutes (minimum) pit stop penalty will be applied.

Flags used at surveillance posts

➤ **Yellow Flag:** Danger

Fixed: Drive carefully. Do not overtake. There is an incident or accident on one side of the track

Waved: Slow down immediately. Do not overtake. Prepare to change direction or follow an unusual line. There is an incident on the track.

In any of the above cases, overtaking is only allowed after passing by a green flag that indicates the end of the incident area.

Any infraction to the above will have the following penalties:

	Penalties
1st Infraction	Warning (communicated to the team's manager)
2nd Infraction	1 Lap
3rd Infraction and following (for each)	2 Laps

➤ **Red Flag** – Race stopped. Presented at all posts of the circuit simultaneously when the Clerk of the Course decides to stop the Practice session or the competition. All drivers should cease competing and return very carefully to their pits or to the place indicated by the Marshals.

➤ **Green Flag** – Track clear. Overtaking is possible from this point onwards.

➤ **White Flag**

Fixed: you are about to approach a slow-moving vehicle.

Waved: a slow-moving vehicle may be blocking the track.

➤ **Blue Flag** – Overtaking signal.

During Practice:

Fixed: A faster car is approaching you. Let him pass.

Waved: A faster car is about to overtake you. Let him pass immediately

During the race:

Fixed: You are about to be lapped. Let the car behind overtake you.

Waved: You must let the car behind overtake you. You may be penalized.

The blue flag will only be waved if it has already been shown fixed, to the same driver, or under the Clerk of the Course's instructions.

13.3.2. Traffic lights

During the night, flags will be replaced by lights with identical colours.

Intermittent light = waved flag
Fixed light = fixed flag

13.4 Pace Car

13.4.1 The PACE CAR will be used to neutralize the competition under the exclusive decision of the Clerk of the Course and whenever the race conditions will justify it. The PACE CAR will enter the race track on the starting grid place and the vehicle will have its signalling lights on. From that moment, all posts will show a fixed yellow flag and a “PACE CAR” plate.

Since the track is quite long (15 km), there will be placed a 2nd pace car (Pace Car2), in the middle of the race track, at km 7. PACE CAR 2 will have the same tasks of PACE CAR 1. At the moment PACE CAR 2 is at the end of the queue formed by PACE CAR 1, it should turn off the lights and get off the track, for the competitors to join the queue formed by PACE CAR 1.

If necessary PACE CAR 2 may interfere again, come back and regroup again in safety.

13.4.2 When the PACE CARS enter the race track, all vehicles should move behind it at the same speed and keeping a distance not less than 5 cars length. All overtaking is forbidden and will incur on a penalty that may go up to disqualification.

13.4.3 Following the Clerk of the Course decision, the Marshall inside the PACE CAR will authorize, by means of signals, the overtaking of all vehicles until the first placed vehicle is behind it. These vehicles should follow at moderate speed, with no overtaking, until they reach the convoy behind the PACE CAR.

13.4.4 As long as the PACE CARS are on track, the entry to the pits will be closed until the PACE CARS will go pass the starting line with the first placed car behind him. On the other hand, the Marshall in charge will authorize the exit from the pits, unless the PACE CARS are crossing or about to cross the starting line with the convoy behind it.

13.4.5 When the Clerk of the Course decides to finish the PACE CARS’ action, the lights on it will be turned off and he will enter the pit lane the next time he reaches it.

As soon as the PACE CARS leave the track, green flags will be shown at all posts as well as on the starting line. Overtaking is strictly forbidden until each vehicle crosses the starting line. The Green Flags will remain fixed during one full lap at all posts.

13.4.6 The laps done behind the PACE CARS are considered racing laps.

13.4.7 If the PACE CARS is forced to stop, all vehicles behind will also have to stop on the same order as they were before stopping.

When the PACE CARS restarts, all vehicles should follow him immediately keeping the previous order.

13.5 Interruption of the Race

13.5.1 If by reasons of “force majeure”, it will be necessary to stop the race, the Clerk of the Course (or his assistant) will show a red flag on the start / finish area. At this moment all posts will also show a fixed red flag.

13.5.2 After the interruption of the Race is signalled, all drivers should reduce speed and proceed either to the Starting Grid, the Parc Fermé or to the Pits, according to the indication of the Marshals.

13.5.3 The method to be used on the restart will depend on either the number of laps or the duration of the competition already completed to the point when the race was stopped

Less than four laps completed

- The first start will not be considered
- The length of the race will be reduced in at least 30 minutes
- The vehicle should proceed to the starting grid on its original location.
- Service may be done on the grid until the start of the starting procedures.
- All starting procedures will be repeated (same as in article 13.2)

More than four laps completed and less than 22 hours of competition time

- The race will be considered as having two “legs” where the classification will be obtained by adding up the time done by the competitors on each leg.
- The classification of the first leg will be the one of the penultimate passage on the starting line before the interruption of the race.
- The starting grid for the second leg will be the classification of the 1st Leg.
- Only the vehicles that started on the original grid and did not retire and were not disqualified on the 1st Leg, are allowed to start the 2nd Leg
- When the new starting hour will be announced, competitors will have 15 minutes to exit the Pit lane and proceed to the grid (according to article 13.1).
- The second leg will finish 24 hours after the start of the competition, independently of the time elapsed between the two legs.
- All starting procedures will be repeated (article 13.2)

More than 22 hours of race time

- The Clerk of the Course decides which procedure will follow. This will be communicated to the teams as soon as possible
- If the Clerk of the Course decides to end the race at that point, the classification will be the one of the penultimate passage on the starting line before the interruption of the race.

13.6 Stopping in the circuit

13.6.1 Any driver forced to stop his vehicle on the circuit should ensure that he is not obstructing the track.

13.6.2 Except on his Pit, only the driver with his own tools and equipment (carried on the vehicle) can repair the vehicle. If this is not done, there will be a penalty of five Laps for external help or service.

13.6.3 If the driver considers being impossible to repair the vehicle on the track, he may request the help of the Organization to tow it back to the Pits. The penalty for this is one lap. The towing of the vehicle to the pits may also be done by another racing vehicle. In this case, no penalty will be applied.

13.6.4 If during the tow by the organization the vehicle starts working, then it may be released but the penalty of one lap is kept. (Article 13.6.3)

13.7 Arrival / Finish

13.7.1 The finish will be signalled with a chequered flag at the start / finish line or just before it, at the transponder line.

13.7.2 The race will finish 24 hours after the start, at the moment a car crosses the finish line (not necessarily the first placed)

13.7.3 The vehicles (or teams) will be classified according to the laps completed and after deducting the penalties incurred. Among the ones that have completed the same number of laps, the classification will be done by the order of their last passage at the start / finish line.

13.7.4 The Time Control will be closed **30 minutes** after the end of the competition.

13.7.5 To be classified, teams must comply with all the following conditions:

- Passing the finish line during the time elapsed from the end of the competition until the closure of the Time Control (approximately 30 minutes).
- Will complete the last lap and cross the finish line with the vehicle moving by its own means. "Own means" are the normal means of locomotion of the vehicle (engine, transmission and wheels). Pushing, pulling or towing by another vehicle or the driver himself are not accepted.

It is considered the last lap of a competitor, the lap before his last passage of the finish line.

In the last 30 minutes of the competition, no tows will be allowed, either with organization or other competitors vehicles, except if necessary, and in order to put

the engine working (in the maximum 100 meters).The non-compliance to this rule will imply into a penalty decided by the Stewards.

- Having completed at least 40% of the laps done by the winner of the competition after deducting any penalty laps (rounded to the inferior number if this will be an odd number)

For vehicles of Promotion Category B this percentage of laps is 30%.

13.7.6 Immediately after crossing the finish line, all competitors will have to place their vehicle in Parc Fermé following the indication of the Marshals.

13.7.7 If a vehicle complies with article 13.7.5 and finishes the race but is unable to reach the Parc Fermé by his own means, it will be towed by the organization or by a competitor's vehicle and will not suffer a penalty.

13.7.8 The exit of the Pit lane to the track will be closed, immediately after the chequered Flag is shown.

Article 14 VEHICLE LIGHTS

14.1 The following lighting devices are mandatory to be installed on the vehicles

- **At the front:** minimum of two headlights on working conditions with low / high beams; maximum permissible 8 headlamps.
- **At the rear:** 2 red stoplights and two orange fog lights located outside of the vehicle and on its highest point, which must be kept on during the whole race.
- **Extras:** 2 red taillights for stop and taillights 2 fog (red or orange) situated behind, outside the vehicle and at its highest point.
- **Inside (front):** the installation of LEDS or headlamps or inside the vehicle is permitted provided that the driver, in the vehicle and in race conditions, can observe the outside rear-view mirror contrary to its position.

14.2 All vehicles are obliged to have at least 2 headlights, 2 stoplights, and 2 fog lights working during the competition.

All vehicles that at any time during the competition, present one faulty headlight or stoplight, will be forced to stop on the Pit Area so that their crew can repair the problem.

Article 15 SERVICE / BOXE

15.1 Each team will have at their disposal one covered pit area (tent) with 5 m x 5 m meters and a parking area of 5 m x 12 m or 14 m behind the tent, to park a motor home trailer or a service vehicle, etc.

Each pit (tent) is equipped with 220 V electricity supply and each 3 and 3 pit (tent) is a three-phase installation. These sockets are only meant for the connection of equipment

related with the necessary services to be carried out in the pit. The connection of other equipment, such as motorhomes is not permitted.

Any infraction will have the following penalties:

	Penalties
1st infraction	150 €
2nd infraction	250 €
3rd infraction and following (for each one)	500€

The driver's vehicles must only be parked on the area designated for this specific purpose.

15.2 Each team will receive 16 identification passes and/or bracelets, as follows:

- 1 Team Manager
- 4 Guest
- 6 Service
- 3, 4 or 5 bracelets for drivers

The use of passes and bracelets must be easily seen and the use of them are mandatory during the whole competition. The use of passes not delivered by the organisation will be considered a non-sportive behaviour, being the penalty applied by the Stewards, which can lead to disqualification of the team.

15.3 During the practice sessions and race, each team will be responsible for their guests' and crew's behaviour and service people in the area adjacent to the pit area.

Any infraction will have the following penalties:

	Penalties
1st infraction	1 Lap
2nd infraction	2 Laps
3rd infraction and following (each)	3 Laps

15.4 The speed of the vehicles in the pits must be reduced (30 km/h maximum). Any infraction will have the following penalties:

	Penalties
1st infraction	1 Lap
2nd infraction	2 Laps
3rd infraction and following (each)	3 Laps

15.5 It is allowed for the teams to communicate with their drivers by means of a mobile phone or radio. In this last case, the radio frequency used must not interfere with the organization's communication system.

15.6 Once outside of the pit area, only the driver is allowed to perform repair on his vehicle using all means that are carried on-board. Failure to comply will imply a 5 Lap penalty.

Article 16 FUEL AND REFUELLING IN THE CIRCUIT

16.1 Refuelling during practice and race at the petrol station inside the circuit will be of the team's responsibility, **which must only use diesel or unleaded petrol 98 from Rede Energia, provided by the Organisation.** Teams may use their own refuelling systems, provided that the safety rules are created, provided that the fuel used is the one from the organisation.

Before the beginning of the competition, teams may access the refuelling zone. Competition vehicles are not allowed to drive out of the area of the race (paddock, pit lane and circuit).

The timetable of the refuelling zone is as follows:

28 – 10h00-24h00 (access through the circuit or outside)

29 – 07h00-24h00 (access through the circuit or outside)

30 and 1 – 11h30 up to 14h00 (access through the circuit)

16.2 Refuelling will take place on a designated area, distant from the pits and equipped with safety conditions provided by the Organization. Any infraction will have a penalty that can go up to the team's **disqualification**. In the case the competitor has run out of fuel in the pit box, he must ask another competitor to tow him to the refuelling zone or he can ask for a towing vehicle of the organisation, but this implies into 2 (two) laps of penalty. The refuelling inside the pit box is considered a very serious attitude, which incurs into a penalty up to **disqualification** and may be ground for prosecution at the federations.

16.3 Access to the "Refuelling Area" is allowed only to 3 service members, identified with a safety vest "Refuelling", **and one service car "PADDOCK"**.

During refuelling, by own means, one assistant must be held permanently in the area reserved for fuel storage with a fire extinguisher (5 kg) and cannot intervene with the car, except in case of fire. At least two of the assistants (direct contact to the vehicle) must wear fireproof suits, leather gloves and boots covering the whole body. In the event of using helmet we recommend the complete version with visor. If a different helmet is chosen (without visor) or balaclava, goggles must be used.

In case of refuelling with means of the organisation (at place), it is not necessary any equipment referred above (suits, fire extinguishers, etc.) besides the mandatory vests.

16.4 Any kind of intervention on the car during the refuelling is prohibited in the fuel zone.

16.5 Refuelling can only start when the driver and co-driver, are outside the car. In the event it is raining, drivers may remain inside but must take off the protection belts.

16.6 Refuelling must be done with the engine off.

16.7 In case of supplies made by the team itself, both systems are authorized for supply of vehicles, mechanical pump driven manually, or the system by gravity, whereas in the latter it is mandatory to place a handgun or tap on the hose end.

The mechanical pump should consist of a tube from the fuel tank into the tank of the vehicle and must have a handgun or tap the side of the tank car.

The fuel tank (drum or jerry can) and the vehicle must have a connection to earth.

16.8 Refuelling Procedures:

- Earth ground
- The assistant manager holds the fire extinguisher his hands
- Stop the engines immediately
- Unload and take away drivers and co-drivers
- Refuel safely

16.9 Stopping is required at the exit of Refuelling Area. The non-compliance of this rules implies into one (1 lap penalty). Competitors will only be authorized to enter the track provided that their safety is assured and that all the drivers are duly equipped and have their seat belts fastened.

Competitors must follow the marshals' instructions on place.

Article 17 PENALTIES OVERVIEW

17.1 Participation denied

Article	
9.2	Late arrival to the initial technical scrutineering (more than 30 minutes)
9.5	Vehicle fails to pass the initial technical scrutineering
11.4	Not able to complete a minimum of one qualifying lap on the Qualifying session

17.2 Disqualification

Article	
2.2	Driving in the opposite direction of the competition (*)
3.9	Exceeding driving time in 1 hour (2 rd infraction)
3.11	Not stopping at the control located outside the pits (3 rd infraction)
4.10.2	Exhaust gases (2 rd infraction)
9.7	Absence of one identifying mark
9.8	Fraudulent identifying marks
10.2	Infraction to the Parc Fermé rules
13.4.2	Overtaking while the pace car is on track
16.2	Refuelling outside the designated area

(*) penalty that may not lead to **disqualification**

17.3 Penalty in Laps

Article		Penalties
2.3	Driving outside the track	1 lap (*)
3.7	Changing drivers outside their own pit area	1 lap
3.9	➤ Duration of the driving shift exceeded: ➤ For each 15 minutes (1 st infraction)	1lap 2 laps
3.11	➤ Not stopping at the control in the exit of the Pit lane ➤ 1 st infraction ➤ 2 nd infraction	2laps 5 laps
4.10.2	Exhaust gases ➤	2 laps
7.6	➤ Missing identification bracelet ➤ 1 st infraction ➤ 2 nd infraction ➤ 3 rd infraction and following (each)	1 lap 2 laps 5 laps
9.11	Replacement of the engine block	30 laps
13.1.6	Service at the starting grid after the 10' panel is shown	1 lap
13.2.6	Jump start	1 lap (*)
13.3.1	2 nd infraction 3 rd infraction and following (each)	1 lap 2 laps
13.6.2 / 15.6	External assistance outside the pits	5 laps
13.6.3 / 13.6.4	Towing by an Organization's vehicle to the petrol station Release of the vehicle during towing service	2 laps 1 lap
15.3	➤ Incorrect behaviour by any team member ➤ 1 st infraction ➤ 2 nd infraction ➤ 3 rd infraction and following (each)	1 lap 2 laps 3 laps
15.4	➤ Speeding in the Pit lane ➤ 1 st infraction ➤ 2 nd infraction ➤ 3 rd infraction and following (each)	1 lap 2 laps 3 laps

(*) minimum

17.4 Monetary Penalties

Article		Fine
7.4	Missing or wrong location of one competition plate or panel (each)	10% of the entry fee
7.4	Missing or wrong location of two competition plates or panels (each)	20% of the entry fee
7.5	Missing driver names and flags	10% of the entry fee
9.2	Delay to the initial scrutineering	
	1-15 minutes	150 €
	16 - 30 minutes	250 €

17.5 Penalties according to the judgment of the Stewards

Article	
2.3	Driving outside the track, especially if not the first time
3.15	Incorrect, fraudulent, or disloyal attitude
13.7.4	Towing at the last 30 minutes of the race

Article 18 CLASSIFICATION

18.1 The vehicles will be classified according the number of completed laps done on the circuit, after deducting any eventual penalties expressed in laps. Among the teams that accomplish the same number of laps, the classification will be considered according the order of the last passage on the finish line.

18.2 The Qualifying and Race standings will be posted on the Official Notice Board according to the timetable in the programme of the competition.

18.3 The deadline for presenting any protests regarding these classifications will be posted 30 minutes after the previous posting.

18.4 The overall standings will involve all classified vehicles, independently of their Group or Category.

Article 19 PROTESTS / APPEALS

According to the Chapter XIII and XV of the International Sporting Code.

Article 20 PRIZE LIST

Podium ceremony and prize giving ceremony

A podium ceremony will be held at the end the competition.

The first **3** classified will pass the podium in reverse order of the classification, **followed by the winners of the groups and promotions** and at least de rest of the classified by classification.

The trophies will be delivered at this ceremony, except if the weather conditions do not allow it.

The Clerk of the Course may change the presented order.

20.1 Prize List

20.1.1 General Classification

1st to 10th Classified	Trophies
---	-----------------

Article 20.1.2 Classification by Groups

1st – 3rd Group T1	Trophies
1st – 3rd Group T2	Trophies
1st – 3rd Group T3	Trophies
1st – 3rd Promotion A	Trophies
1st – 3rd Promotion B	Trophies
1st – 3rd Promotion E	Trophies
1st Promotion E – Diesel	Trophies
1st Promotion E – 2-wheel drive	Trophies
1st Women’s Team	Trophies
1st Class	Trophies

20.2 The drivers, that don’t present themselves personally at the ceremony will lose their right to the trophies, even though it doesn’t imply in any change of the classification of the other drivers and their respective prizes.

Article 21 VARIOUS

21.1 For safety reasons, it is strictly forbidden for all aerial transports to land in the Parc Fermé area, Start and Finish areas and Service area.

For the same reasons, it is forbidden for any non-authorized aircraft to fly over the competitors while they are on the track.

Article 22 ANTIDOPING CONTROL

22.1 According to the regulations, the anti-doping Control will be performed at the Health Centre of Fronteira.

Article 23 SAFETY

23.1 Fire Extinguisher

It is obligatory the existence of a fire extinguisher of at least 6 kg inside each pit. These fire extinguishers will be submitted to Scrutineering.

23.2 SOS

In case of accident, and to set the safety and rescue means, competitors should use the mobile number (SOS) + **351 912 201 545**, which is showed in their identification bracelets and on a sticker that must be affixed on the hood.

Article 24 PRESENCE PLAN OF THE COMP. RELATIONS OFFICERS

Day	Time	Place
November, 28 (Thursday)	10h00 – 17h30	Administrative checks and scrutineering
	19h00	Briefing
November, 29 (Friday)	09h00 – 20h30	Secretariat / PC Course
November, 30 (Saturday)	10h00 – 00h00	At the competition 's secretariat / PC Course
	From 13h00 on	At the start grid of the 24 Horas TT – Vila de Fronteira PC Course / Boxes
December, 1 (Sunday)	00h00 – 13h00	At the Secretariat / PC Course
	From 14h00 on	At the finish of the 24 Horas TT – Vila de Fronteira
	14h30 – 15h30	Next to Official board, where the results will be posted (Secretariat)



Silvério Gonçalves



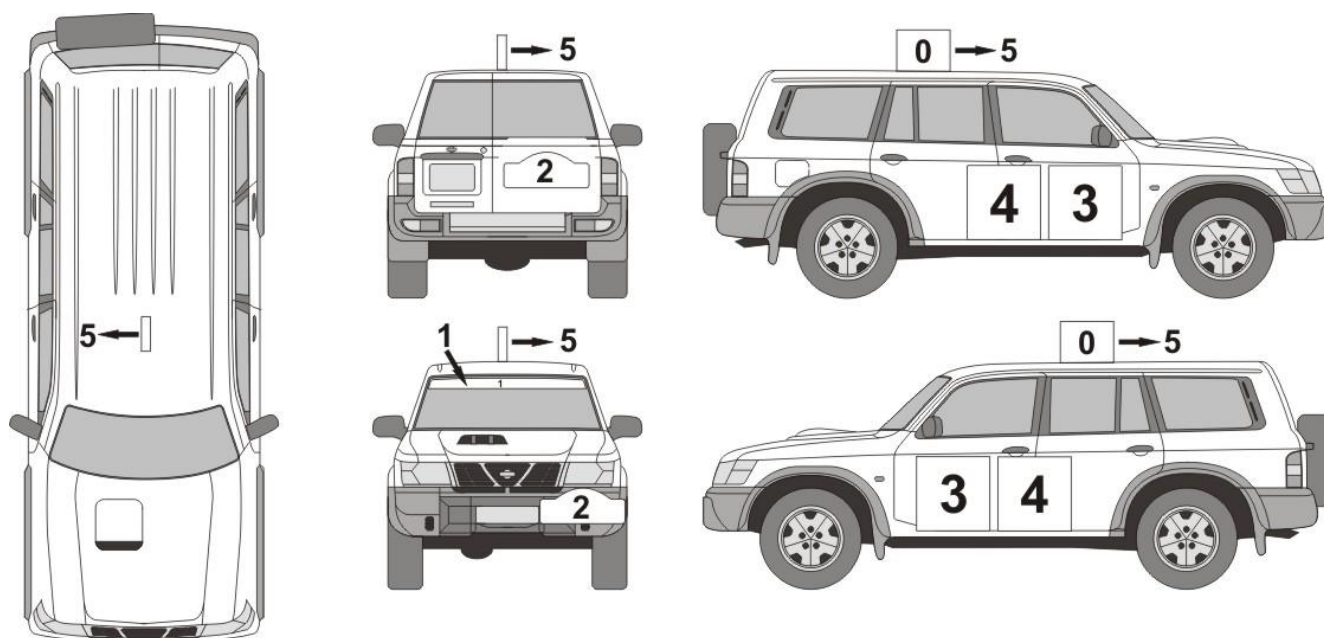
Fernando Mira



Marco Assunção

APPENDIX I

ADVERTISING AREAS (Article 5)



1. Complete windshield band. Compulsory
2. 2 competition plates, specifically located at the front and rear of the vehicle. Compulsory
3. 2 panels with the race numbers (50x52 cm). Compulsory
4. 2 panels (50x52 cm) with the optional advertising.
5. 2 panels with the race numbers (**lightened**) located on top of the roof (30x30 cm). Compulsory

SLC – User Manual

1. Power Button. Cannot be used by competitors.

This button can only be used by members of Cronobandeira.
It is the competitor's responsibility to ensure that this button is not under pressure when in the pocket.



2. Volume buttons.

When on a call can be used to increase or decrease the volume of speaker.

3. 'Everything OK' button.

This button can be used to inform the organization that all is well.
Press the button until you feel the vibration. No call will be made.



4. SOS button.

In case of emergency you must press this button until you feel the vibration.

The equipment makes an immediate phone call to the base.

At this time you should use the equipment as a mobile phone.

The use of the SOS system **without justification** implies **penalties** described in the regulations of the event.