

APPENDIX 2 – RECONNAISSANCE TIMETABLE

Reconnaissance

Wednesday, 15th of November

Special Stage	Timetable	SS km
SS 1 / 3	09:00 to 13:00h	7,15
SS 2 / 4	09:00 to 13:00h	9,95
SS 6 / 8	14:00 to 17:30h	18,27
SS 7 / 9	14:00 to 17:30h	11,63
SS 5	19:00 to 21:00h	2,35

SS 5 – Super Special Stage “Lagos”- As part of the Super Special Stage, Namely the roundabout entrance, is done on reverse to normal traffic direction, it is recommendable to recognize it by foot.

Reconnaissance

Thursday, 16th of November

Special Stage	Timetable	SS km
SS 10 / 12	9:00 to 15:00h	18,68
SS 11 / 13	9:00h to 15:00h	11,03

The Reconnaissance are on an open road to the public, Compliance with national traffic rules is mandatory.

Performing reconnaissance outside schedule times, as well as any failure to comply with the reconnaissance norms, will be considered a serious infraction subject to penalty at the Stewards of the Meeting’s discretion.

APPENDIX 3 –COMPETITORS’ RELATIONS OFFICERS



João Aires – (+351) 962 445 342

National Competitors Relations Officer



Pedro Branco – (+351) 914 271 126

Foreign Competitors Relations Officer

Attendance plan for Officers Relations with Competitors

Date	Time	Local
Thursday, 16th of November	19:00 to 23:30h	Administrative cheks /Scrutineering
Friday, 17th of November	13:30h	Publication of the accepted Entry List
	15:00h	Start for 1st Leg – Passeio Ribeirinho de Portimão
	19:14h	Reagrouping – Passeio Ribeirinho de Portimão
	22:28h	End of 1st Leg – Passeio Ribeirinho de Portimão
Saturday, 18th of November	23:30h	Headquarters - Publication of classifications and Starting Order List for 2nd Leg
	08:00h	Start of 2nd Leg – Passeio Ribeirinho de Portimão
	12:34h	Reagrouping
	19:13h	End of 2nd Leg – Passeio Ribeirinho de Portimão

APPENDIX 4 - COMPETITIONS NUMBERS and ADVERTISING

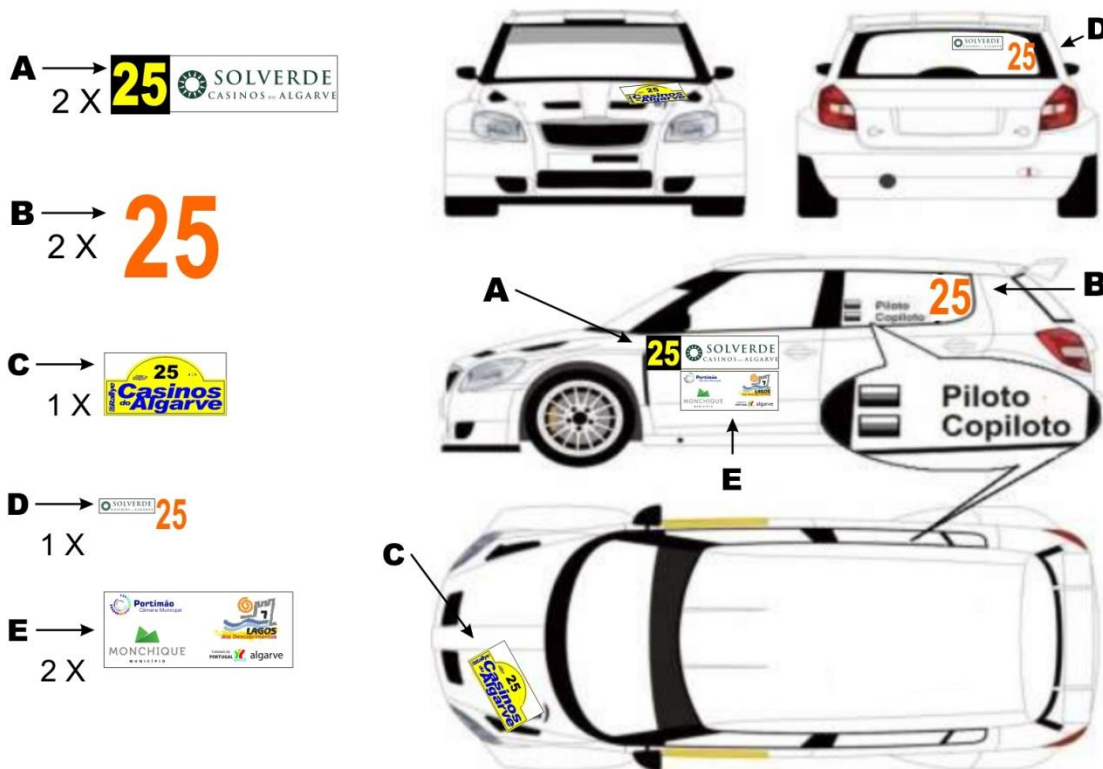
A – Competition number – Two (2) 17x17cm - Two (2) SOLVERDE 50x17cm, for both doors of the car, with the number facing the front of the car.

B – Competition number – Two (2) competition numbers measuring 23cm high, one for each rear side window.

C – Front Plate – One (1) front plate measuring 43x21,5cm (RCA) placed on the bonnet of the car.

D – Competition number – One (1) competition number for the rear window 13,5cm, to be placed on the upper right hand side of the window and measuring SOLVERDE(20x7cm) .

E – Two (2) measuring (Portimão, Monchique, Lagos e RTA) 50x17cm for both doors of the car. (Optional by paying a further 100% of the registration fee)



APPENDIX 5 - EXTRACTS FROM FIA APPENDIX “L” RELATING TO DRIVER’S EQUIPMENT

1 - Helmets

1.1 - Standards

All drivers competing in circuit events, hill-climbs or rally special stages, entered on the FIA Calendar, must wear crash helmets which meet one of the standards listed in FIA Technical List N°25.

1.2 - Conditions of use

Drivers and co-drivers in closed cockpit cars who wear full-face helmets must be able to pass the following test, in order to ensure that appropriate access to the airway of an injured driver is possible: - The driver is to be seated in his car, with helmet and FIA approved head restraint in place and attached and safety harness buckled. - With the help of two rescuers, the chief medical officer of the Event (or, if present, the FIA medical delegate), must be able to remove the helmet with the driver’s head maintained permanently in a neutral position. If this is impossible, the driver will be required to wear an open-face helmet.

1.3 - Modifications

No helmet may be modified from its specification as manufactured, except in compliance with instructions approved by the manufacturer and one of the FIA-listed standards organisations which certified the model concerned. Any other modification will render the helmet unacceptable for the requirements of the present Article 1.

1.4 - Maximum weight and communications systems

Helmet weights may be checked at any time during an event and must not exceed 1800 g for a full-face type or 1600 g for an open-face type, including all accessories and attachments.

1.5 - Decoration

Paint can react with helmet shell material and affect its protective capacity; therefore, where a manufacturer provides guidelines or restrictions on the painting or decoration of helmets, these must be followed, using only paint specified by them (air drying acrylic, polyurethane enamel or others) and preferably a painter having their approval. This is particularly important for injection-moulded shells, which are not usually suitable for painting. The shell being painted should be efficiently masked, as paint penetrating the interior can affect the performance of the helmet liner. Paints requiring heat curing should not be used and any process should not exceed the maximum temperature of conditioning of the helmet in the standard to which it is approved. The manufacturer's instructions should also be consulted for any considerations on the use of stickers and transfers.

2 – Flame-resistant clothing

In special stages of rallies and selective sections of cross-country events entered on the International Sporting Calendar, all drivers and co-drivers must wear overalls as well as gloves (optional for co-drivers), long underwear, a balaclava, socks and shoes homologated to the FIA 8856-2000 standard (Technical List N°27). Users must ensure that garments are not too tight, as this reduces the level of protection. Embroidery sewn directly onto the overalls shall be stitched onto the outermost layer only, for better heat insulation. Backing material of badges and thread used for affixing them to the overalls must be flameproof (see Appendix 1 of the FIA 8856-2000 Standard for detailed requirements and instructions for use). For events taking place in extreme heat, it is recommended that a cooling system be used (connected, for example, to the underwear designed for that purpose and homologated according to the FIA 8856-2000 standard). Exceptionally, driver cooling vests which are not FIA homologated may be worn but shall be in addition to the mandatory homologated underwear. 25 They must include a base garment certified and labelled to ISO 15025; any tubing must be certified and labelled to ISO 17493 and must not be in contact with the driver's skin, and any connection to an onboard system must comply with Article 5.8.6 of the FIA 8856-2000 standard.

3 - Frontal Head Restraint (FHR)

3.1 - The wearing in an international event of any device intended to protect the head or neck and attached to the helmet is prohibited, unless the device has been homologated according to the FIA 8858 standard. Homologated FHR systems are listed in the FIA Technical List N° 29. FIA-approved FHR systems must be worn by drivers in all International Events.

3.2 - Conditions of use FHR systems must be worn only with FIA-approved items according to the following chart:

Helmet (2)	Tether system (tether, tether end fitting and helmet anchorage)
FIA 8860 (Technical list n°33) FIA 8858 (Technical list n° 41)	FIA 8858 (Technical list n° 29)

(2) Mandatory wearing of helmets in each championship according to Article 1.1 above.

For more details when the device used is the HANS®, the "Guide for the Use of HANS® in international motor sport", published by the FIA Institute for Motor Sport Safety, can be found on www.fia.com, under the heading FIA Sport - Regulations - Drivers' Equipment.

3.3 - Compatibility and permitted use of items approved to the FIA 8858-2002, 8858-2010, 8860-2004 and 8860-2010 standards.

The FIA 8860-2004 (Advanced helmets) and FIA 8858-2002 (FHR systems and compatible helmets) standards were updated in 2010. Both the original and revised versions remain valid when used as shown on the chart below.

	FHR 8858-2010	Tether (with end fitting) 8858-2002	Helmet Anchorage 8858-2010	Helmet 8858-2010 and 8860-2010
HANS 8858-2002		Yes	Yes	Yes
Tether (with end fitting) 8858-2002	No		If mechanically compatible	Yes
Helmet Anchorage 8858-2010	Yes	If mechanically compatible		No
Helmet 8858-2010 and 8860-2010	Yes	Yes	No	

4 - Safety Belts

Drivers must be properly restrained in their seat by safety belts in conformity with the specifications of Appendix J for the vehicle concerned, at all times during an event when it is mobile on a circuit, pit lane, special stage or competition course.



APPENDIX 6 - RADIO LICENSES

Each electric radio transceiver installed in the vehicle must have a previous permit.
All equipment shall operate with consecutive channel spacing of 12.5 KHz.
Requests must be submitted to ANACOM at least 30 days in advance of the intended use.
Applications for authorization should be made directly to:

Anacom Portugal
Avenida José Malhoa, 12 1099-017 Lisboa
Telf: +351 217 211 000 Fax: +351 217 211 001
<http://www.anacom.pt> E-mail: info@anacom.pt

APPENDIX 7 - "TRACKING / GPS" SYSTEM

1 - GPS/GSM System

In Rallye Casinos do Algarve in 2017, it is mandatory for all competitors to have installed a "System Control and Security GPS / GSM".

This system will be available and controlled by "CRONBANDEIRA" under the jurisdiction of the Rally Control.

2. It is required to deliver a deposit check in the amount of € 250.00 (two hundred and fifty euros) at the order of Cronobandeira Lda., during the administrative checks. This will be returned at the end of the rally, by returning the "GPS System / GSM" in perfect condition.

3. During scrutineering support of the equipment will be installed. The GPS equipment will be delivered before the park fermé output for the 1st Section (Friday, 17-11-2017).

4. After installation and throughout the course of the test, it is for the teams to keep the "System GPS / GSM" in perfect condition and operation. If detected a fault in the system installed in the vehicle, which clearly is proven to be due to incorrect or fraudulent handling by the team, this shall entail the application of penalty that may go up to exclusion from the race.

The rules for use and other information are described in this below.

Competitors Location System GPS / GSM

Description:

The Competitors Location System "SLC" is a system based on GPS technology (Global Positioning System) and GSM (Global System for Mobile Communications) which provides the location, speed and direction of each competitor, as well as establishing a voice communication between the operational centre and the same.

The location of equipment communicates your data to the central server at a predefined frequency, allowing the operational centre know at all times the location of all competitors. The location of equipment can also function as a mobile phone, allowing two-way communication with competitors.

In addition to the control carried out in the Operational Centre, the equipment permit go into emergency mode when pressed the **SOS** button for a few seconds. This emergency mode is communicated to the central server, they are sent SMSs (Short Message System) with alert and location to predefined numbers and a voice call is made to the emergency number Operating Centre.

The equipment Location is waterproof (IP65), has a small size (77x47x20mm) and a very low weight (65g).

Utilization Procedure:

1. The location of equipment will be delivered to competitors in the park fermé before the start of the 1st and 2nd stages, as determined by the organization. The same equipment must be returned by the competitor at the entrance to the park fermé at the end of the 2nd and 3rd Section, as determined by the organization.

2. In the case of a competitor not to enter into park fermé (waiver, etc.), Will deliver the equipment to the rally office within the shortest time, until the entry of the last competitor in park fermé. If this is not possible the delivery of equipment at the deadline, for exceptional reasons, the competitor shall contact the organization.

3. The location equipment must be kept in the vehicle throughout the competition. Should be given special attention to the SOS button is not triggered inadvertently.

4. The competitor is prohibited to turn off the machine while you are in the race and at the time of communication of the withdrawal to the Secretariat. In the event of breach of this rule will be applied penalties to be determined by Contest Director and / or Stewards of the meeting.

5. Unjustified use of the emergency system through the SOS button location equipment, require the payment of a fee of 100 € plus the expenses of communication and activation of the emergency services. The Clerk of the Course and / or Stewards of the meeting may determine other additional penalties.

6. The team leaves a deposit check during the administrative checks to be returned following the good condition of the equipment.

7. Location equipment is delivered to competitors, getting the same obliged to return the equipment location, undamaged. Any expenses resulting from the loss of equipment, damage to the same and / or abusive use will be charged by the use of collateral delivered by the Competitor.



APPENDIX 8 - PARC FERMÉ

- On November 16, after scrutineering the vehicles do not enter Parc Fermé. All participants will be able to store their car if they wish on floor -1 of Siloauto, Praia da Rocha.

- Location of Parc Fermé

Passeio Ribeirinho de Portimão - Coordinates **N 37°08`05.16 O 8°32`06.57**

- Starting of Parc Fermé

All competitors must leave their cars on Parc Fermé on Friday, November 17th between the 12:00h and the 13:00h according to the established time:

Cars nº	51 to 99	12:00h to 12:10h
Cars nº	41 to 50	12:10h to 12:20h
Cars nº	31 to 40	12:20h to 12:30h
Cars nº	21 to 30	12:30h to 12:40h
Cars nº	11 to 20	12:40h to 12:50h
Cars nº	1 to 10	12:50h to 13:00h

APPENDIX 9 - SERVICE PARK

-Location of the Service Park

- Passeio Ribeirinho de Portimão - Coordinates **N 37°08`03.05 O 8°32`06.63**

The space of each competitor / service team is 7.5 x 9 meters – **Different spaces may be requested until 6 pm on Friday, 3rd November.**

Each competitor will have ITS place marked inside the Service Park, In accordance with Annex 9.1 (Assistance Park plan).

Until 3rd of November, competitors must inform the Organization if they share Assistance with another competitor. The lack of this information implies a location in accordance with the Organization's criteria.

Access time to Service Park for Service Vehicles

Thursday, 16th of November from 08:00h to 21:00h

Friday, 17th of November from 08:00 to 12:00h

-Other points

- Only vehicles identified with plates (ASSISTANCE) may enter the Service Park

The "ASSISTANCE" plate should be placed on the top of the windscreen.

-All competitors are entitled to an "AUXILIARY" sign that allows access to a Park adjacent to the Service Park.

The "AUXILIARY" plate should be placed on the top of the windscreen.

-The price of each additional "ASSISTANCE" plate is 50 €.

Appendix 9.1 – Plan of the Service Park to be published on 6th November in www.clubeautomovelalgarve.pt

APPENDIX 10 - SHAKEDOWN

-Shakedown location

Autódromo Internacional do Algarve -AIA - Coordinates **N 37°07`48.49 O 8°02`10.10**

-Schedule - Timetable

Friday, 17th of November, from 08:00h to 11:00h

- **Shakedown fee = 100€**

Any competitor interested in participating in the Shakedown Should fill specific form available at www.clubeautomovelalgarve.pt and send by email until 15th November.

- The Roadbook will indicate the route between the Service Park (Passeio Ribeirinho de Portimão) and Shakedown, as well as the indicated area for Assistance in the Shakedown.

-The use of Helmet, Competition Suit and Gloves is mandatory, as well as the placement of the competition numbers and Rally signs in the car.

APPENDIX 11 - OTHER SUBJECTS OF INTEREST

False Start A false start will be penalized as follows:

a) First infringement: 10 second time penalty

b) Second infringement: 1 minute time penalty

c) Third infringement: 3 minute time penalty

d) Further infringements: **Penalty at the discretion of the Stewards of the Meeting**

Registration of traffic infractions

During the running of the Rally (**or Reconnaissance**), competitors must comply with the rules of the Portuguese Road Code.

Any competitor who violates the rules will be penalized as follows:

1 st infringement: € 250,00 penalty



- 2 nd infringement a 5 minute time penalty
- 3 rd infringement exclusion

Anti-Doping Control

In case there is an anti-doping control, this will take place as follows:
Hotel Algarve Casino na Praia da Rocha.