

APPENDIX 2 – Reconnaissance Timetable

Reconnaissance - Thursday, November 12th

SS	Time	SS km
SS 1 and 3	9:00 to 19:00h	9,45
SS 2 and 4	9:00 to 19:00h	9,74

Reconnaissance - Friday, November 13th

SS	Time	SS km
SS 5 and 7	9:00 to 15:00h	20,10
SS 6 and 8	9:00 to 15:00h	10,20

Reconnaissance is done on open road to normal traffic, therefore under the ruling of National traffic laws, who must be thoroughly respected.

- Considering that all the SS take place in Municipal Roads, the maximum speed allowed during the reconnaissance will be 70km/h, monitored by the GPS system installed in the recce car.

For each detected infraction the organization will impose a fine of € 100.

Reconnaissance done outside the above timetable is considered to be a serious infringement and can be punished by the Stewards of the Meeting, as well as any other disrespect for the reconnaissance rules.

APPENDIX 3 – Competitors' Relations Officers



Jorge Cruz – +351 962 445 342

National Competitors' Relations Officer



Pedro Branco – +351 914 271 126

International Competitors' Relations Officer

Competitors' Relations Officers Schedule

Day	Time	Place
Friday, November 13th	16:00 to 23:30h	Scrutineering – FATACIL / Lagoa
Saturday, November 14th	12:30h	HQ – Publication of Start List
	14:30h	Start Leg 1 – FATACIL / Lagoa
	20:52h	End Leg 1 – FATACIL / Lagoa
	23:00h	HQ - Publication of provisional classification Leg 1 and Start list for Leg 2
Sunday, November 15th	09:00h	Start Leg 2 – FATACIL / Lagoa
	13:33h	End of Rally – Podium Praia da Rocha

APPENDIX 4 – Identification and Advertising

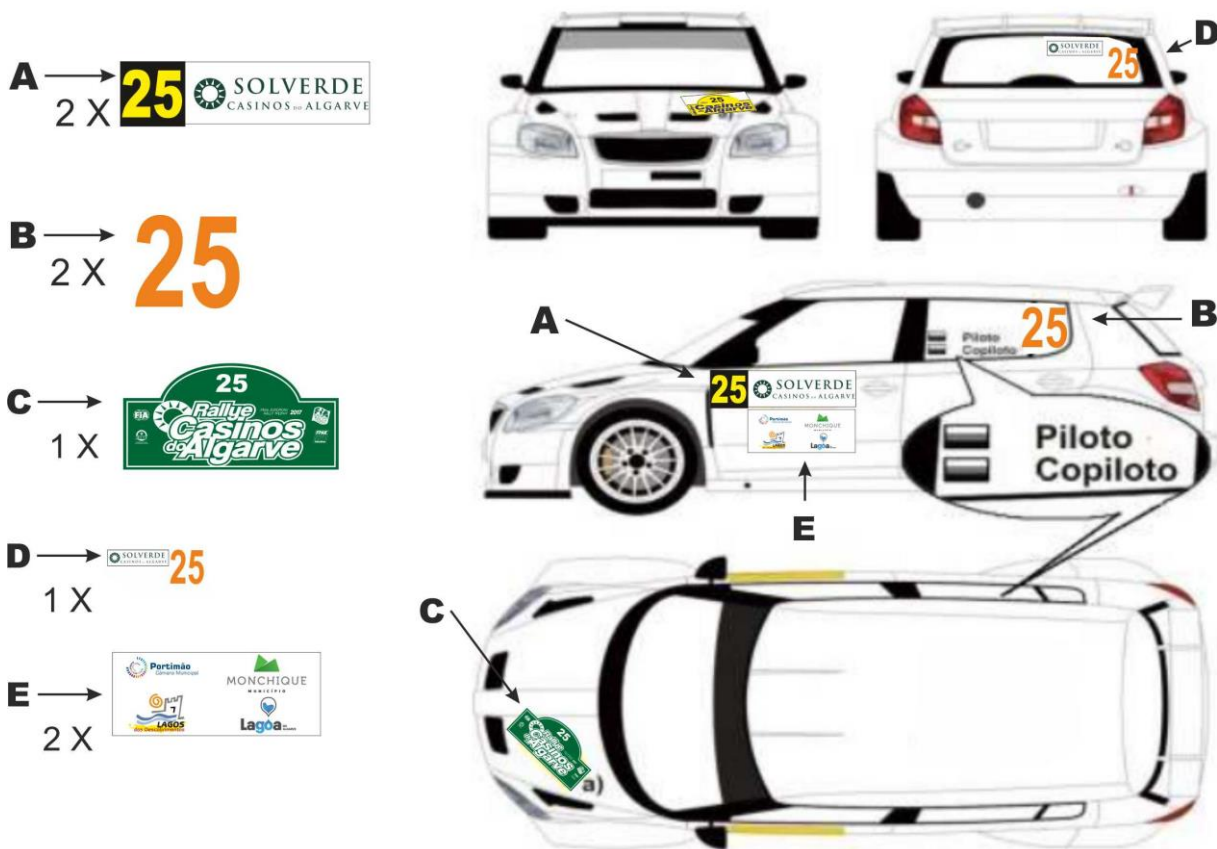
A – Competition number – two (2) competition numbers 17x17cm - two (2) decals SOLVERDE 50x17cm, for both front doors, with the number always positioned on the front.

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

C – Front plate – one (1) front plate placed on the bonnet, 43x21,5cm (RCA)

D – Competition number – one (1) competition number, 13,5 high and a decal SOLVERDE(20x7cm) placed on the rear window's top right.

E – two (2) advertising panels (Portimão, Monchique, Lagos, Lagoa) 50x17cm to be on the front doors. *(without optional advertising, it has to be paid 100% of the entry fee value)*



APPENDIX 5 – FIA’s Appendix L extracts about drivers’ 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 homologated to 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 system

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-resisting 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. 24 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
FIA 8860 (Technical List 33) FIA 8858 (Technical List 41)	FIA 8858 (Technical List 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 Licences

All 2 way radio-electric equipment in cars are always subject to a previous authorization request.

Every equipment must operate with a consecutive channel spacing of 12,5 Khz.

All requests need to be received by ANACOM, a minimum of 30 days prior to the intended time of use.

Requests for authorization need to be made directly to:

Anacom Portugal

Avenida José Malhoa, 12 1099-017 Lisboa

Phone: +351 217 211 000 Fax: +351 217 211 001

<http://www.anacom.pt> E-mail: info@anacom.pt

APPENDIX 7 – GPS Tracking System

1. GPS/GSM System

In the 2020 Rallye Casinos do Algarve it is compulsory for every competitor to have a GPS/GSM Safety Tracking System on their cars. It will be made available and controlled by CRONOBANDEIRA, under the organisation's supervision.

2. A 250,00€ (two hundred fifty euros) deposit, in cash or cheque, is compulsory, and has to be made during the Administrative checks, being returned at the end of the event, during the corresponding equipment, in proper conditions, devolution. If it is done by cheque, has to be payable to Cronobandeira Lda. .

3. During scrutineering it will be installed the equipment's support (purse). The GPS machine will be delivered before exiting Parc Fermé at the beginning of each Leg. A the end of Leg 1, all the equipment will be collected by Cronobandeira, in order to change batteries.

4. After its installation and during the event, the crews must keep the GPS/GSM System in perfect conditions. If a malfunction is detected, and if it is proven that it was caused by incorrect or fraudulent handling by the crew, the team can be penalized up to the pint of exclusion of the rally.

Terms of use and other information can be found below.

GPS/GSM Competitors' Tracking System

Description:

The CLS (Competitors Tracking System) is based on the GPS (Global Positioning System) and GSM (Global System for Mobile Communications) technologies and allows the headquarters of the rally to obtain data about geographic position, speed and direction of each Competitor, and also permitting voice communication between them and HQ.

This tracking equipment sends its data to a central server at pre-defined radio-frequency, allowing HQ to know, at every moment, where all the competitors are. The tracking equipment can also function as a mobile phone, permitting two-way communication with the competitors.

Besides the control made in HQ, this equipment can be turned on emergency mode, by pressing the **SOS** button for a few seconds. This emergency is communicated to the central server, SMS's are sent with the alert and location for pre-established phone numbers and a phone call is made to the emergency number at HQ.

The tracking equipment is waterproof (IP65), has a small size (77x47x20mm) and is lightweight (65g).

Terms of use:

1. The tracking equipment will be delivered to the competitors on Parc Fermé, before the starts of Leg 1 and 2, as determined by the organisation. The same equipment must be returned by the competitor at the entry of Parc Fermé during the end of 2nd and 4th section of the rally, as determined by the organisation.

2. In case a Competitor doesn't make it to Parc Fermé (withdrawal, etc.), must deliver the equipment on HQ as soon as possible and before the last entry on Parc Fermé. If it is not possible to return the equipment, for exceptional reasons, on the mentioned deadline, the Competitor must contact the rally organisation.

3. The tracking equipment must stay in the car during all the event. Please note for the SOS button not to be accidentally pressed.

4. The Competitor is forbidden to turn off the equipment while in competition and until the moment of communicating its withdrawal to HQ. In case this ruling isn't followed, sanctions will be applied by the Clerk of the Course and/or by the Stewards of the Meeting.

5. The unjustified use of the emergency system, through the Tracking System's SOS button, will be penalised with a 100€ fee plus communication and emergency activation measures expenses. Clerk of the Course and/or the Stewards of the Meeting can determined additional sanctions.

6. The Competitor, during the Administrative Checks, leaves a money deposit, referring to good and proper use of the equipment.

7. The Tracking Equipment is delivered to the competitors, and these have to return it undamaged. Any expenses resulting from the loss of the equipment, damages or abusive use will be charged from the Competitors' deposit.



APPENDIX 8 – Parc Fermé

-On November 13th, after scrutineering, cars don't go to Parc Fermé. They can be parked, if the teams want to, on FATACIL/ ParcFermé/Lagoa **N 37°07'52.75 O 08°26'51.65**

-Parc Fermé location

Parque de Feiras de Lagoa – FATACIL / Lagoa - Coordinates **N 37°07'52.75 O 08°26'51.65**

-Start Parc Fermé location

Parque de Feiras de Lagoa – FATACIL / Lagoa - Coordinates **N 37°07'52.75 O 08°26'51.65**

Rallye Casinos do Algarve competitors must, compulsory, enter Parc Fermé between 12.00 and 13.30 of Saturday, November 14th, according to the following timetable:

Cars nº	51 to 99	from 12:00h to 12:15h
Cars nº	41 to 50	from 12:15h to 12:30h
Cars nº	31 to 40	from 12:30h to 12:45h
Cars nº	21 to 30	from 12:45h to 13:00h
Cars nº	11 to 20	from 13:00h to 13:15h
Cars nº	1 to 10	from 13:15h to 13:30h

APPENDIX 9 – Service Park

-Service Park location

Parque de Feiras de Lagoa – FATACIL / Lagoa - Coordinates **N 37°07'52.75 O 08°26'51.65**

The space allotted to each competitor/service crew is 7,5x9 metros (as stated on Art. 4.7 of these regulations) – **different spacing can be solicited until 18.00 of Friday, November 6th.**

Each competitor will have a Service Park marked with its competitor number, according to Appendix 9.1 (Service Park plan).

Until November 6th, competitors have to inform the organisation if they share service with others competitors. If they don't communicate this fact, they have to comply with the service space previously allocated to them by the organisation.

Entry time for Service vehicles:

Friday, November 13th from 08.00 to 24.00

Saturday, November 14th from 07.00 to 23.00

Sunday, November 15th from 07:00 to 18:00h

- **Other points**

Only vehicles identified with corresponding service plates will be allowed to enter the Service Park

SERVICE plate must go to the top of the windscreen

-Every competitor is entitled to an AUXILIARY plate that allows entering to a park adjacent to Service Park.

AUXILIARY plate must go to the top of the windscreen

-The price of an extra SERVICE plate is 50€.

Appendix 9.1 – Service park plan to be posted in November 9th on www.clubeautomovelalgarve.pt

APPENDIX 10 - Shakedown

-**Shakedown location** - Lagoa / Porches - Coordinates **N 37°07`23.07 O 8°25`06.16**

-**Date and time** - Saturday, November 14th, from 08.00h to 10.30

-**Shakedown fee** - 150€

In the course of Shakedown, a special qualifying test will be held, which is compulsory for the top ten (10) of the national championship plus FPAK / FIA priority riders.

This test will be conducted in accordance with Article 16.5.2 - QUALIFYING - PER QUALIFIED SPECIFICATION RULES (PCQ) 2020.

Any competitor who wants to enter Shakedown must fill the respective form, available in www.clubeautomovelalgarve.pt and send it by e-mail until November 6th.

-The Roadbook will indicate the route between Service Park (FATACIL) and Shakedown, as well as the Shakedown's service area.

- It is compulsory the use of helmet, racing suit and gloves as well as having the proper competition numbers and plates affixed in the car.

APPENDIX 10.1 : ITINERÁRIO SHAKEDOWN/QUALIFYNG

Shakedown / Qualifyng - Saturday - 14th November 2020

TC	Location	SS Dist	Liaison	Total Dist	Time	1st Car	Average
-	Service Out (FATACIL)					07:45	
Sw1	TC		3,25	3,25	00:12	12	07:57 16,3
Sw1	1ª free passage Shakedown	4,00					08:00
Sw2	TC		5,22	9,22	00:27	27	08:27 20,5
Sw2	2ª free passage Shakedown	4,00					08:30
Sw3	TC		5,22	9,22	00:27	27	08:57 20,5
Sw3	Qualifyng	4,00					09:00
-	stop / Parc Fermé Qualifyng		0,20	4,20		23	
-	Service In (FATACIL)		6,94	6,94	01:00	60	10:00 6,9
Total Shakedown		12,00	20,83	32,83			

SHAKEDOWN/ QUALIFYNG

APPENDIX 11 – Other matters of interest

False start

False start will be punished in the following manner:

1st infringement: 10 seconds penalty

2nd infringement: 1 minute penalty

3rd infringement: 3 minute penalty

4th and following infringements: under the Stewards discretion

Traffic laws infringement

During the rally road section or reconnaissance, competitors are under the Portuguese Traffic Law. Any infringement to those rules will be punished in the following manner:

1st infringement : penalty/250,00€ fine

2nd infringement: 5 minutes penalty

3rd infringement: exclusion

Anti-Doping Control

Anti-Doping Control will be done in Hotel Algarve Casino in Praia da Rocha.

APPENDIX 12 – Ceremonial Start and Prize Giving

12.1 – Ceremonial Start will be on Parque de Feiras de Lagoa - FATACIL Coordinates N 37°07'52.75 O 08°26'51.65

14:30h – **Start of the first competitor** (the attending dignitary will wave the Portuguese flag as a symbolic start)

12.2 – The podium ceremony/Prize giving will be in Av. Tomás Cabreira – Praia da Rocha (podium)

DISTRIBUTION OF PRIZES - It will not take place, following the indications of the FPAK Contingency Plan in relation to the Pandemic situation - COVID 19. (see note 1)

Note 1 - 2 trophies (along with documentation / stickers) will be given to each participating team. In the week after the Rally, stickers / stickers with the classification obtained will be sent by mail to the participants entitled to a prize. can stick to their trophies.

All competitors pass by the podium for photography. The team can join for the photo, but always respecting the social distance and the necessary fluidity and general speed of the podium ceremony.

The service speaker will be the master of ceremonies and will report the classification, team name and vehicle.

Teams will pass the podium on a first come, first served basis.

After the podium ceremony, they must drive the vehicles to the closed park located 100 meters away, according to the instructions of the organization. The vehicle can be driven from the podium to the closed park by a member of the assistance team.

The Rally ends at the time control (CH 8A) and from that moment onwards the Competitors are in a park Ferme,

APPENDIX 13 – Who to notify in case of accident

13.1 – In case of an accident, the competitor or a representative of him/her must notify as soon as possible in writing the Clerk of the Course, in a period of 24 hours. Accident circumstances must be explained, eventual causes and consequences as well as mentioning the names and addresses of any witness. Names and addresses of possible injured victims must also be mentioned.

13.2 – How to proceed in case of accident, for holders of a sporting licence

<http://www.fpak.pt/sites/default/files/paginas/generico/seguros/20160926114832610.pdf>

13.3 – Accident report form for holders of a sporting licence

http://www.fpak.pt/sites/default/files/paginas/generico/seguros/18809-11026-mod. 008.021 - mai 2007 - _participacao sinistro ap.pdf