

APPENDIX 2 – Reconnaissance Timetable

Saturday, February, 22nd or Thursday, February 27th


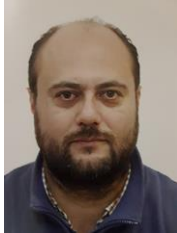
SS	Time	SS km
SS 4 e 7 - Montim	8:00 às 09:10h	8,83
SS 5 e 8- Seixoso	09:20 às 10:40h	7,98
SS 6 e 9 – Sta Quitéria	10:50 às 12:00h	9,26
SS 1 e 2 – Aboim/Monte	12:20 às 14:20h	16,42
SS 10 e 12 -Lameirinha	14:40 às 16:00 h	11,94
SS 11 e 13 – Luilhas/Guilhofrei	16:20 às 18:00h	11,21

SS 3 – Fafe Street Stage- as part of the SSS is done in opposite direction to the daily traffic route, its reconnaissance is done by foot and at anytime.

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

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

APPENDIX 3 – Competitors’ Relations Officers

National Competitors’ Relations Officer	International Competitors’ Relations Officer
	
Américo Costa – 935 921 032	Marcos Romero – 938 123 083

Competitors’ Relations Officers Schedule

Day	Time	Place
Thursday, February 27 th	17:00 to 23:30h	Administrative checks Scrutineering
Friday, February 28 th	08:00 to 12:30	Service Park
	13:30	HQ – Publication of Start List
	15:45h	Start Leg 1
	18:45h	Regroup
	23:00h	End Leg 1
Saturday, February 29 th	01:00h	HQ - Publication of provisional classification Leg 1 and Start list for Leg 2
	08:45h	Start Leg 2
	13:15h	Regroup
	18:57h	End of Rally – Podium

APPENDIX 4 – Identification and Advertising

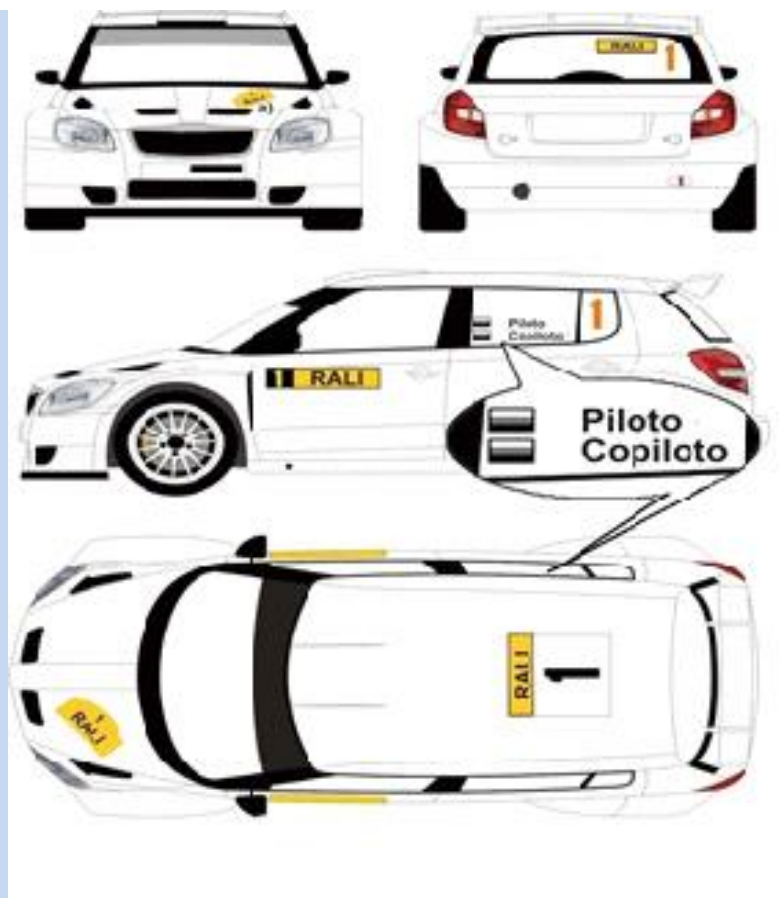
A – Competition number – two (2) competition numbers 17x17cm - two (2) decals Serras de Fafe 50x17cm, for both front doors, with the number always positioned on the front.

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

D – Competition number – one (1) competition number, 13.5 high and a decal Serras de Fafe (20x7cm) placed on the rear window's top right.

E – two (2) advertising panels Fafe Município & CUCP 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 standard 8856-2000 (Technical List N°27) and FIA standard 8856-2018 (Technical List N°74). 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 standard 8856-2000 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 on board system must comply with Article 5.8.6 of the FIA standard 8856-2000.

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 & 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 & 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

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 Serras de Fafe 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 CRNOBANDEIRA, 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. At 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 point 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 – Start procedure

There is no pre-start area!

All competitors must be present at Podium at Rua António Saldanha, at the time indicated on the published Start Lists for Section 1.

APPENDIX 9 – Service Park

Service Park location

Praça das Comunidades Fafe – GPS Coordinates: **41°26'59.2"N 8°10'27.2"W**

The space allotted to each competitor/service crew is 6x6 meters (as stated on Art. 4.7 of these regulations) – **different spacing can be solicited until 18.00 of Friday, February 20th**

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

Until February 15th, competitors have to inform the organisation if they share service with others competitors. If they don't communicate this wish, they have to comply with the service space previously allocated to them by the organisation.

Entry time for Service vehicles:

Thursday, February 27th from 08.00 to 24.00h

Friday, February 28th from 07.00 to 24.00h

Saturday, February 29th from 07:00 to 19:00h

- **Other points**

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

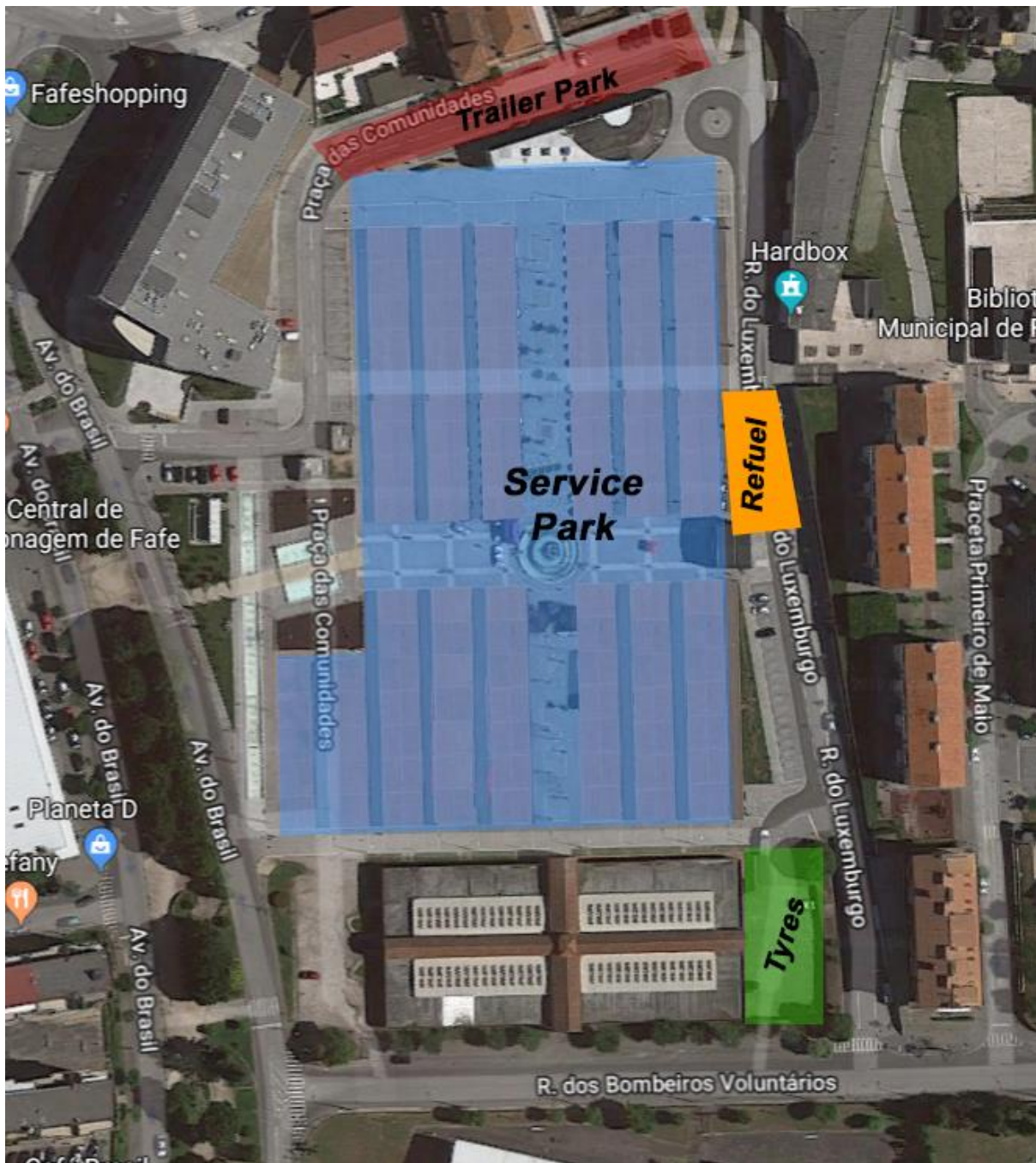
SERVICE plate must go to the top of the windscreen

-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 February 25th on www.demoporto.com.



Service Park

APPENDIX 10 – Shakedown/Qualifying

- Shakedown/Qualifying Location

Estrada da Lameirinha/Vila Pouca - GPS Coordinates **N 41 28 216 - W 8 05 397**

- Date and time

Friday, February 28th, from 09:00h to 12:00h

09:00 – 09:30	Reconnaissance for Qualifying Competitors
09:30 – 10:00	Qualifying
10:00 – 12:00	All Shakedown Competitors

-Shakedown fee - 150€

The Shakedown/Qualifying is mandatory for every competitor classified on the first ten places on 2019 plus the priority FIA/FPAK drivers, if they want to choose his/her starting order.

All competitors for RC2 Group may enter the Shakedown as their entry fee already includes Shakedown

Any other competitor who wants to enter Shakedown must fill the respective point at entry form, available in www.demoporto.com and send it by e-mail until February 18th.

-The Roadbook will indicate the route between Service Park (Praça das Comunidades) 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 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 at rally HQ - Casa do Arquivo Municipal de Fafe.

APPENDIX 12 – Ceremonial Start and Prize Giving

12.1 – Ceremonial Start will be in Avenida Tenente Coronel Melo Antunes – 41°27'04.7"N 8°10'13.1"W

12.55h- **Pre-Rally press conference** (on Teatro Cinema de Fafe)

Note – Driver's interviews must be conducted in front of the Media panel.

Group Photo Session (On Teatro Cinema de Fafe)

15:00h – **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 at Rua António Saldanha (podium)

Prize giving ceremony protocol:

The Rally will have a Time Control (TC 7H) before the Podium, which will be the end of the Rally.

Every finishing competitor goes through the podium for photography and to collect, if it is the case, a prize.

The podium speaker will report the classification, name of the crews and cars of each competitor and will be conducting this ceremony.

It is allowed for the drivers to be photographed in the podium with their teams and collaborators, although in a swift and fluid manner to keep the ceremony going.

Competitors will go to the podium preferably in the following order.

1st PORTUGUESE Crew- CPR

ERT Junior

ERT 4

ERT 3

ERT 2

3rd Place – 3rd Place team will go to the podium, a dignitary awards them the trophy and then they will open the champagne.

2nd Place – 2nd Place team will go to the podium, a dignitary awards them the trophy and then they will open the champagne.

1st Place – First attending the podium will be the rally's winning team. Winners get the laurel wreaths, trophies and champagne bottles, in this order. They open the bottles and "We are the champions" is played.

Then the Olympic podium is placed in front of the car and the pilots and navigators of the first three teams are called. The pilots and co-pilots each receive a bottle of champagne already open.

After the passage through the podium should be done in the following order:

PRC –GT

PRC-Classic

PRC-Initiated

The first classifieds will receive a bottle of champagne.

After the Podium ceremony, cars should be placed on Parc Fermé according to the indications of the organization. Cars can be driven from the podium to the Parc Fermé by a member of the assistance team.



Figure 1 – Path between Podium and Parc Fermé

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

<https://www.fpak.pt/sites/default/files/ficheiros/2019-06/20160926114832610.pdf>

13.3 – Accident report form for holders of a sporting licence

https://www.fpak.pt/sites/default/files/ficheiros/2019-06/18809-11026-mod._008.021_-_mai_2007_-_participacao_sinistro_ap.pdf