



November, 26th – 29th, 2015

SUPPLEMENTARY REGULATIONS

VISA N° 218/TT Ex/2015 em 09/09/2015



PAST WINNERS

1998		
1 st Miguel Farrajota / Bianchi Prata / Bernardo Villar		Nissan Terrano II
2 nd Rogério Almeida / Carlos Almeida / Isidro Almeida / Nuno R. Silva		Nissan Terrano II
3 rd António Bayona / Rui Sousa / Nuno Rocha / António Coimbra		Nissan Terrano II
1999		
1 st Miguel Farrajota / Bianchi Prata / Ruben Faria / Hélder Rodrigues		Nissan Terrano II
2 nd António Bayona / Nuno Rocha / Rui Sousa		Nissan Terrano II
3 rd Rodrigo Costa / Jaime Sousa / José Soares / Pedro Chaves		Toyota Land Cruiser
2000		
1 st Jorge Serra / Filipe Campos / Carlos Rolla / Ângelo César Machado		Toyota Land Cruiser
2 nd Santos Godinho / Manuel Russo / António Bayona / António Coimbra		Nissan Terrano II
3 rd Hélder Pimenta / Miguel Ribeiro / António Durães		Nissan Terrano II
2001		
1 st Hélder Pimenta / Hélder Oliveira / Miguel Ribeiro / António Durães		Nissan Terrano II
2 nd Rodrigo Costa / Jaime Sousa / Michel Lacombe / João Teixeira Gomes		Toyota Land Cruiser
3 rd António Coimbra / Pedro Silva Nunes / João Belo / João Nunes		Nissan Terrano II
2002		
1 st Jorge Serra / Carlos Rolla / Filipe Campos / Luís Costa		Toyota Land Cruiser
2 nd Luís Dias / Rui Sousa / Manuel Mello Breyner / Pedro Mello Breyner		Nissan Navara
3 rd Robert Poletti / Laurent Poletti / Jacques Mureau / Stéphane Santucci		Fouquet
2003		
1 st Rui Sousa / Luís Dias / Manuel Mello Breyner / Pedro Mello Breyner		Nissan Pick Up Navara
2 nd Carlos Sousa / Miguel Barbosa / Stéphane Peterhansel / Miki Biasion		Mitsubishi Strakar
3 rd Alain Perreau / Herve Durand / Joel Clevenot / Christian Duple		Fouquet
2004		
1 st Mário Andrade / Gerard Moncé / Stephane Barbry / Alexandre Andrade		Monce Renault Clio
2 nd Robert Poletti / Laurent Poletti / Philippe Letang / Georges Lansac		Fouquet
3 rd Paulo Marques / Miguel Veloso / Paulo Ferreira / Filipe Palmeiro		Nissan Pick Up TTMB
2005		
1 st Robert Poletti / Laurent Polletti / George Lansac / Reynald Prive		Buggy Fouquet
2 nd Andris Dambis / Maris Soukans / Igors Skoks		OSC/Oscar
3 rd Yves Morize / Philippe Letang / Pascal Thomasse		Fouquet BMW M3
2006		
1 st Yves Mourize / Philippe Letang / Pascal Thomasse / Yves Tartarin		Fouquet BMW M3
2 nd Mário Andrade / Gerard Monce / Stéphane Barbry / Alexandre Andrade		Renault Clio V6
3 rd Adélio Machado / Maria Pires de Lima / José Mendonça / Rui Lopes		Toyota Land Cruiser
2007		
1 st Mário Andrade / Gerard Monce / Stéphane Barbry / Alexandre Andrade		Monce Renault Clio V6
2 nd Yves Morize / Philippe Letang / Georges Lansac / Michel Salvatore		Fouquet BMW M3
3 rd Rui Sousa / Edgar Condenso / Henrique Marques / João Seabra		Isuzu Rodeo
2008		
1 st Thierry Charbonier / Nicolas Gibon / Yves Fromont		Wildcat 200
2 nd Pedro Lamy / Ricardo Leal dos Santos / Serge Finkelstein / Jean Marc Schmit		Schmit-Peugeot 206 TT
3 rd Andris Dambis / Mauris Saukans / Igors Skoks		Oscar 24
2009		
1 st Mário Andrade / Alexandre Andrade / Stephane Barbry / Georges Lansac		Moncé Clio V6
2 nd Nicolas Gibon / Thierry Charbonier / Patrick Martin / Yves Fromont		Bowler Wildcat
3 rd João Pais / João Rato / Francisco Cabral / António Pais		Mazda BT-50
2010		
1 st Pedro Lamy / José Pedro Fontes / Luis Silva / António Coimbra		BMC – BMW
2 nd Hirigoyen Fanxoa / Xavier Mouhica / Cedric Wadoux / Aurélie Beyris		Renault Clio Monce
3 rd Laurent Dornel / Hugues Lacam / Mickael Caze / Anicet Garicoix		Caze Buggy Nissan
2011		
1 st Mário Andrade / Cédric Duplé / Carlos Sousa / Francisco Pita		Moncé Clio V6
2 nd José Amado / Américo Santos / Igor Marques		Nissan Navara
3 rd Antonio Manfrinato / Michele Manfrinato / Giovanni Manfrinato		Renault Megane Proto
2012		
1 st Bernard Boullet / Cédric Duplé / Christian Duplé / Paulo Marques		Sadev Buggy
2 nd Mário Andrade / Alexandre Andrade / Georges Lansac / Carlos Sousa / Francisco Pita		Proto AC Nissan
3 rd Hervé Lhoste / Gilles Billaut / Philippe Boutron		Bowler Wildcat
2013		
1 st António Coimbra / Luis Silva / José Pedro Fontes / Miguel Barbosa / Nicolas Clerget		JMS BMC-EV2
2 nd François Florentin / Paul Lamic / Anthony Garden / Pedro Silveira / Francis Lavilhé		BMC RR 2M
3 rd Sebastien Vincendeau / Gaetan Serazin / Philippe Tollemer / Guilherme Patrick		Propulsion ORYX
2014		
1 st Jean Brochard / Stéphane Santucci / Mickael Case / Thierry Charbonnier		CASE NISSAN BUGGY
2 nd Alexandre Andrade / Mario Andrade / Charvot Florent / Cédric Duplé / Stéphane Duplé		A.C. NISSAN PROTO
3 rd Jean Chervier / Philipe Berruier / Bertrand Vincendeau / Luis Dias		PROPULSION ORYX



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Article 1 DEFINITION

1.1 ORGANIZATION

The Automóvel Club de Portugal organises an endurance off-road event called **24 HORAS TT VILA DE FRONTEIRA**, between November 26th and 29th.

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 these regulations.

1.1.1 This race will be run according to Art. 2.3 of the International Sporting Code. Therefore, 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:

“A national event 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 event.
- 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 SCHEDULE OF THE EVENT

1. Article 1.2 - Schedule of the event (corrections in **bold**)

September, 7th		Opening date for entries
November, 6th		Closing date for entries at reduced price
November, 13th		Entries Close
November, 18th		Publication of the Entry List
November, 25th	14:00 - 20:00	Closure of the Secretariat at ACP Motorsport Teams Accreditation (delivery of the access passes/credentials for the Paddock)
November, 26th (Thursday)	08:00 - 21:00	Teams Accreditation (delivery of the access passes/credentials for the Paddock)
	14:30	Opening of the Secretariat at the event's location
	15:00 - 22:00	Administrative Checks
	15:30 - 23:30	Technical Scrutineering
	23:30	Closure of the Secretariat
November, 27th (Friday)	08:00 14:00	Teams Accreditation (delivery of the access passes/credentials for the Paddock)
	09:00	Opening of the Secretariat
	09:30	Stewards Meeting
	10:00	Posting of the Starting List
	10:00 - 12:00	Clarification of doubts with the Clerk of the Course (Secretariat)
	10:00 - 11:50	Free Practice session (all categories)
	14:00 - 17:00	Qualifying session for categories T1, T2, T3 and Promo E and D
	15:00 - 17:00	Qualifying session for the remaining categories
	17:15 - 18:30	Free Practice session (all categories)
	18:30	Posting of the result of the qualifying session and the starting grid
	20:30	Closure of the Secretariat
November, 28th (Saturday)	08:00	Opening of the Secretariat (Paddock)
	12:15 - 12:30	Pit exit and starting grid formation
	13:50	Starting procedures
	14:00	Start of the 24 HORA TT Vila de Fronteira
November, 29th (Sunday)	14:00	Finish of the 24 HORAS TT Vila de Fronteira
	14:30	Stewards Meeting
	14:45	Posting of the results
	15:00	Podium Ceremony and Prize giving
	17:00	Closure of the Secretariat

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

1.3 OFFICIAL NOTICE BOARD

Until November 25th	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 26th to 29th	At the secretariat in Fronteira

1.4 ORGANISING COMMITTEE

Chairman	Carlos Barbosa
Vice-President	Mário Martins da Silva João Jordão
Safety Delegate	Jaime Santos
Event Secretary	Vanda Marcelo
Logistic	Nuno Santos
Paddock Coordinator	Pedro Tomé

Automóvel Club de Portugal

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1.5 OFFICIALS

Stewards of the Meeting	Horácio Rodrigues Franco da Silva Filipe Gaivão
Clerk of the Course	Orlando Romana
Deputy Clerk of the Course	Jaime Santos Nuno Santos
Event Secretary	Vanda Marcelo Maribel Cascão
Timekeeping	Mário Bandeira M ^ª de Fatima Carvalho
Medical Chief Officer	Pedro Barradas
Press Officer	Miguel Fonseca
Technical Scrutineers	Daniel Ribeiro Jorge Nogueira Carlos Correia Sergio Cardoso Frederico Antunes Pedro Azevedo
Post Chief Marshals	Rui Coelho João Cortez de Almeida Carla Pereira
Paddock Co-ordinator	NN
Competitors Relations Officers	Paulo Laginha Fernando Mira Marco Assunção Silvério Gonçalves

Article 2 CIRCUIT – DESCRIPTION OF THE EVENT

2.1 The event takes place in a circuit, about 16 kilometres long, located in the surroundings of Fronteira village, in Portalegre district.

2.2 The event 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 go back onto the track at the exact same point of exit.

If the track is blocked, teams can go out of course in order to go around the obstacle and must return to it immediately after.

Any infraction to these rules will imply a minimum penalty of 1 Lap, which can be altered 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 by all means to clear the track and help other competitors with problems.

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, it is forbidden for the competitors to leave the track unless authorized by the organization.

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

2.6 The event will have 24 hours duration, and the winner will be the team that accomplishes more laps 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 event.

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

The substitution of one 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 duration of free practice, may be 2 riders from the same team on board, a driver from the team related to the vehicle and one of another team.

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

3.6 Throughout the race only the driver and the co-driver (registered as such) are allowed to 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 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 race, 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 boxes, 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 in the end of the pit area, just before entering the track. **All teams are obliged to 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	1 Lap
2nd Infraction	5 Laps
3rd Infraction	Disqualified

3.12 During the whole event, 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 to 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)

Will not exist any verification of this equipment in the scrutineering. Their use is the responsibility of the drivers. The Technical Scrutineers or the commissioner in the exit of the pits, in any time can check if the drivers are equipped with the said equipment. They can denied the entry into the track and the driver will have to return to boxing following the instructions of the commissioners.

The HANS system is not compulsory, though highly recommended

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, C and D 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.

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	Improved
Class 22	Lightweight

4.4 Promotion Category:

The Promotion Category will be open to the following vehicles:

Promotion A: Vehicles with chassis according to the manufacturer's catalogue (only Portuguese team).

Promotion B: Non Cross Country vehicles (tourism cars). Only Portuguese Team.

Promotion C: vehicles in accordance to the 2004 FIA technical.

Promotion D: Group A, N and P vehicles

Promotion E: Vehicles that are not included in any of the previous promotions, and vehicles with specifications Endurance France (T1A and T1B).

The **SSV vehicles** (France) or UTV / Buggy (Portugal) wishing to participate in 24HTT / Vila de Fronteira, should be framed in the FIA regulation of the T3 group, in accordance with Article 286 of Appendix J.

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

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

4.7 There will be special classifications for Diesel and 2WD (wheel drive) vehicles.

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 for the whole race.

4.10 The participation of a co-driver during the race 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 and suit**);
- 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 200 €.

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

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, the competitor must return immediately to the box in order to solve the problem and will incur in a penalty of one lap.

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, 7th, 2015 will be fixed:

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

	3 / 4 Drivers	5 Drivers
Group T1, T2, T3	2.900 €	3.650 €
Promotion C, D, E	2.900 €	3.650 €
Promotion A, B	1.950 €	2.700 €

Note: The entry fee includes: 4 m/4 m box with 220 V electricity and three phase installation, nearby water facility and transponder (refundable deposit 400€).

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%.

Entries received after November 7th will have an increase of 100%.

5.2 All payments should be made by swift bank transfer, up to 13th November to:

Account Name	Automóvel Club de Portugal
Bank	BPI
SWIFT	BBPIPTPL
IBAN	PT50001000002673878001336

Note: It is compulsory to send the confirmation of the bank transfer by fax number +351 219 429 192 or e-mail: acpmotorsport@acp.pt

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 event 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 event, as long as 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 60 days before the date of scrutineering
- 50% of the entry fee in case of receiving the communication between 30 and 60 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 team's entry order, taking in account the date of the entry fee payment.

5.8 The maximum number of entries that will be accepted is **90**.

Article 6 INSURANCE

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

Insurance no.: [TBA](#)

The maximum indemnity per accident is limited to 40.000.000€ or 8.000.000€ 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^a 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

6.2 In case of an accident, the entrant (or one representative) should contact the organization in writing, within a 24-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 event.

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 race, the race plates must be correctly positioned and visible on a vertical plane, at the front and rear of the vehicle.

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

7.3 The panels with the race 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 have to make the vertical support for the rooftop**, and apply the panels supplied.

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 race 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 boxes 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 event.

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 event (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 26th and according to the event'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 event 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.

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 participation will be denied to all vehicles that are not according with 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, at all times, 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 responsibility to protect any identifying marks, when applied, until the end of the meeting. Its absence implies disqualification

Sealing holes must have been drilled (according to Art.18.1 and the appendix 2 of FIA Cross Country General Prescriptions 2015):

- For T1 and T3 vehicles: Cylinder block and chassis.
- For T2 vehicles: Cylinder block, chassis, front differential, rear differential, gearbox, transfer box, sump and cylinder head;

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 The Stewards of the meeting may determine to perform a complete and detailed vehicle check after the race, either due to a protest or by following the Clerk of the Course' proposal, to the first placed of the Overall, Group and Category standings or any other team.

9.10 All teams must install on their vehicles a Transponder to establish the classification, following the respective instructions given, upon the initial Scrutineering.

9.11 The replacement of the engine block is permitted (the complete motor unit can be replaced).

This change incurs into a penalty of 30 laps.

The crew that needs to perform the replacement must inform the secretariat personally and ask for the presence of a technical scrutineer at their box, in order to perform the sealing of the motor unit, before it is completely installed.

Not complying with this rule incurs into declassification.

Article 10 PARC FERMÉ

10.1 The vehicles are subject to the Parc Fermé rules (all repairs or refuelling are forbidden) from the time that the race finishes until the time for protests and appeals expires.

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

Article 11 PRACTICE SESSIONS

11.1 The Free and Qualifying Session period will be according with article 1.2 that refers to the event's time schedule.

11.2 The practice session will finish the moment that a vehicle crosses the finish line after the session's period expires.

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

11.5 The best Lap performed by each team will be the one that counts for the Qualifying Session standings.

11.6 If there is a draw between two or more teams, it will be taken into consideration the second best lap, or following laps in case the time is the same again. If by any remote chance, two or more teams are still with the same time, the one that performed the fastest lap first, will be the one ahead.

11.7 The starting grid formation for the Qualifying session will only be permitted 10 minutes before the scheduled time.

Article 12 BRIEFING

12.1 According to the timetable of the event.

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 When entering the track, 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 event) 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 are allowed to 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, a warning sound, and a green light (after the red light).

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.
- **Black Flag with orange circle in the middle:** is shown together with a white panel with a black number, and means to the driver that his vehicle has mechanical problems that may be a risk to his own and others safety; therefore, he must stop on his pit on the next lap.

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 (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 Race. 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 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 race 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.

13.4.2 When the PACE CAR enters the racetrack, 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 CAR is on track, the entry to the pits will be closed until the PACE CAR 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 CAR is 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 CAR 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 CAR leaves 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 CAR are considered racing laps.

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

When the PACE CAR 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 race already completed to the point when the race was stopped

Less than two 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 two laps completed and less than 22 hours of race 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 race, 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 **45 minutes** after the end of the race.

13.7.5 In order to be classified, teams must comply with all the following conditions:

- Passing the finish line during the time elapsed from the end of the race 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 race, 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).

- Having completed at least 40% of the laps done by the winner of the race 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 If a competitor stops his vehicle less than 2 Km from the finish line, a penalty of 2 laps will be applied (place signalled by a panel 2 km).

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

13.7.8 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.

13.7.9 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 race.

All vehicles that at any time during the race, 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

15.1 Each team will have at their disposal one covered pit area (tent) with 4x4 meters and a parking area of 4x15 meters behind the tent, to park a motor home trailer or a service vehicle, etc.

Each box (tent) is equipped with 220 V electricity supply and each 3 m 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 box. 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 11 identification passes as following:

- 1 Team Manager
- 2 guest
- 8 Service personnel

Only these identified persons are allowed to be in front of the pit area.

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, especially on the slow down 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 (20 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

16.1 Refuelling during practice and race will be of the team's responsibility, **which must only use the one (diesel or unleaded petrol 98) available from the Organization.**

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.

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, one assistant must be held permanently in the area reserved for fuel storage with a fire extinguisher (5 kg) in hand and cannot intervene with the car, except in case of fire.

Wearing fireproof hood and leather gloves is also mandatory during refuelling for the other two assistants, and a full face helmet with visor.

16.4 Any mechanical intervention is prohibited in the fuel zone.

16.5 Refuelling can only start when the driver and co-driver, are outside the car.

16.6 Refuelling has to be done with the engine off.

16.7 Only one system will be allowed for refuelling: **mechanical pump operated manually.**

- The pump with a manual pistol
- No system attached to the car
- Without lock in the open position of pistol.

One of the assistants will activate the pump and the second assistant will support the pistol in the filler hole.

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 Procedure:

- Put the fuel drums on the mass
- 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. Competitors must follow the stewards' instructions.

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 race
3.8	Exceeding driving time in 1 hour
3.10	Not stopping at the control located outside the pits (3 rd infraction)
3.13	Not using a helmet or racing suit
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
13.4.5	Overtaking before the start / finish line after the PACE CAR intervention (*)
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	3 laps (*)
3.6	Changing drivers outside their own pit area	1 lap
3.8	➤ Duration of the driving shift exceeded:	
	➤ For each 15 minutes	1 lap
3.10	➤ Not stopping at the control in the exit of the Pit lane	

7.6	➤ 1 st infraction	1 lap
	➤ 2 nd infraction	5 laps
	➤ Missing identification bracelet	
9.11	➤ 1 st infraction	1 lap
	➤ 2 nd infraction	3 laps
	➤ 3 rd infraction and following (each)	5 laps
13.1.6	Replacement of the engine block	30 laps
13.2.6	Service at the starting grid after the 10' panel is shown	1 lap
13.3.1	Jump start	1 lap (*)
13.3.1 c)	Overtaking under yellow flag	
	2 nd infraction	1 lap
	3 rd infraction and following (each)	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	1 lap
15.3	➤ Incorrect behaviour by any team member	
	➤ 1 st infraction	1 lap
	➤ 2 nd infraction	2 laps
	➤ 3 rd infraction and following (each)	3 laps
15.4	➤ Speeding in the Pit lane	
	➤ 1 st infraction	1 lap
	➤ 2 nd infraction	2 laps
	➤ 3 rd infraction and following (each)	3 laps

(*) *minimum*

17.4 Monetary Penalties

Article		Fine
7.4	Missing or wrong location of one race plate or panel (each)	10% of the entry fee
7.4	Missing or wrong location of two race 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 / 2.4	Driving outside the track, especially if not the first time
3.14	Incorrect, fraudulent, or disloyal attitude

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 fixed in the Official Notice Board according with the timetable in the schedule of the event.

18.3 The deadline for presenting any protests regarding these classifications will be fixed in 30 minutes after being posted.

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

Article 19 PROTESTS / APPEALS

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

Article 20 PRIZE LIST

20.1 Prize List

20.1.1 General Classification

1st to 10th Classified	Trophies
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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 C	Trophies
1st – 3rd Promotion D	Trophies
1st – 3rd Promotion E	Trophies
1st Promotion – Diesel	Trophies
1st Promotion – 2 wheel drive	Trophies
1st Women's Team	Trophies

In case there are less than 5 competitors at the start, trophies will be given to the 1st classified of each category.

20.2 The prize giving will take place according to the schedule of the event

20.3 All drivers that do not attend the prize giving ceremony in person, will lose the prize. This however, doesn't imply any alteration in the classification of the other drivers and their respective prizes.

Article 21 MISCELLANEOUS

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 box. These fire extinguishers will be submitted to Scrutineering.

23.2 SOS

In case of accident, and in order 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 also on a sticker that must be affixed on the hood.

Article 24 PRESENCE PLAN OF THE COMP. RELATIONS OFFICERS

Day	Time	Place
November 26th (Thursday)	15:00 – 23:00	Administrative checks and scrutineering
November 27th (Friday)	09:00 - 20:30	Practice (Secretariat / PC Course) Clarification of doubts (Secretariat) Posting of the list of crews admitted to start (Secretariat)
November 28th (Saturday)	10:00 - 00:00 13:00	At the event's secretariat / PC Course At the start grid of the 24 Horas TT – Vila de Fronteira
November 29th (Sunday)	00:00 - 13:00 From 14:00 on 14:30 - 15:30	At the Secretariat / PC Course At the finish of the 24 Horas TT – Vila de Fronteira Next to Official board, where the results will be posted (Secretariat)



Silvério Gonçalves



Paulo Laginha



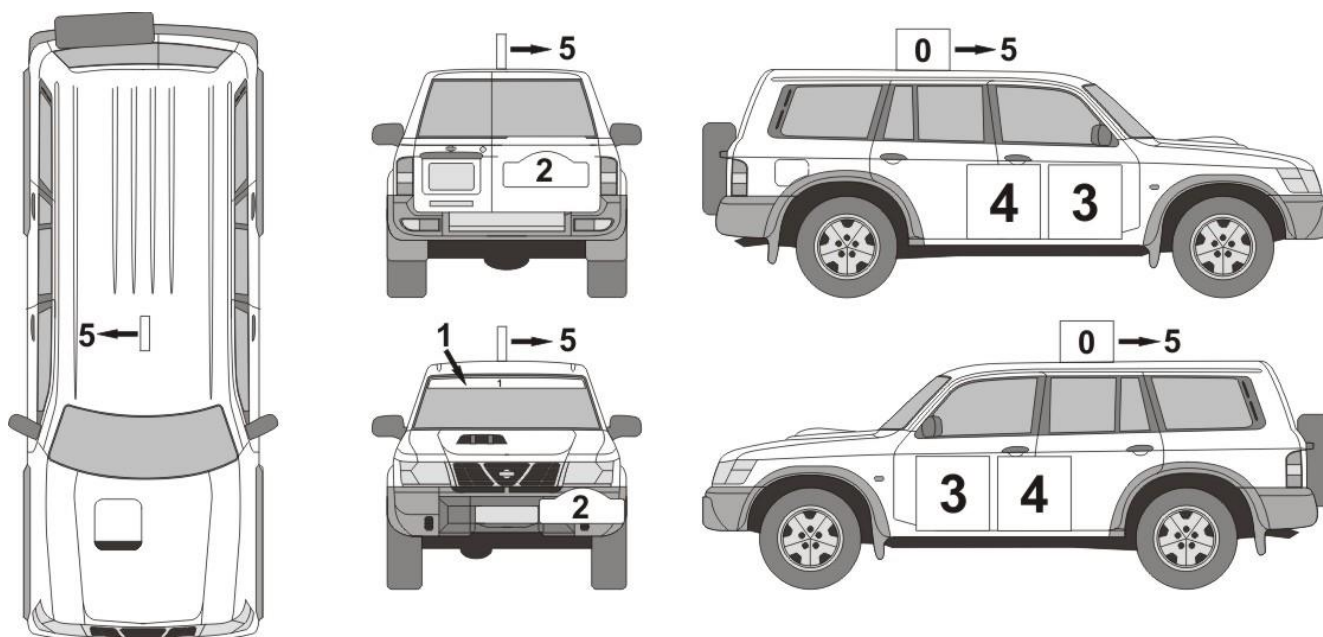
Fernando Mira



Marco Assunção

APPENDIX I

ADVERTISING AREAS (Article 5)



1. Complete windshield band. Compulsory
2. 2 race 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 located on top of the roof (30x30 cm). Compulsory