

## APPENDIX II – RECONNAISSANCE TIMETABLE

<b>Reconnaissance</b>	<b>Tuesday 28.07.15</b>
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SS	Time	SS Km	Total SS Km (x2)	To Next SS	Total Km
PE 2 e 4	10:00 – 14:00	10,40	20,80	18,23	28,63
PE 3 e 5	10:00 – 14:00	18,95	37,90	34,04	52,99
PE 6 e 9	14:00 – 18:00	10,78	21,56	17,00	27,78
PE 7 e 10	14:00 – 18:00	9,44	18,88	8,85	18,29
PE 8 e 11	14:00 – 18:00	7,90	15,80	13,06	20,96

<b>Reconnaissance</b>	<b>Wednesday 29.07.15</b>
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SS	Time	SS Km	Total SS Km (x2)	To Next SS	Total Km
PE 12 e 16	09:00 – 17:00	11,40	22,80	20,84	32,24
PE 13 e 17	09:00 – 17:00	7,98	15,96	25,22	33,20
PE 14 e 18	09:00 – 17:00	13,05	26,10	26,94	39,99
PE 15 e 19	09:00 – 17:00	11,33	22,66	23,17	34,50
PE 1	22:30 – 23:15	2,21	4,42		

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

## APPENDIX III: COMPETITORS' RELATIONS OFFICERS

These Officials will be on duty with the following program and at the following places:



**ANTÓNIO MENDONÇA**



**Paulo Rodrigues**

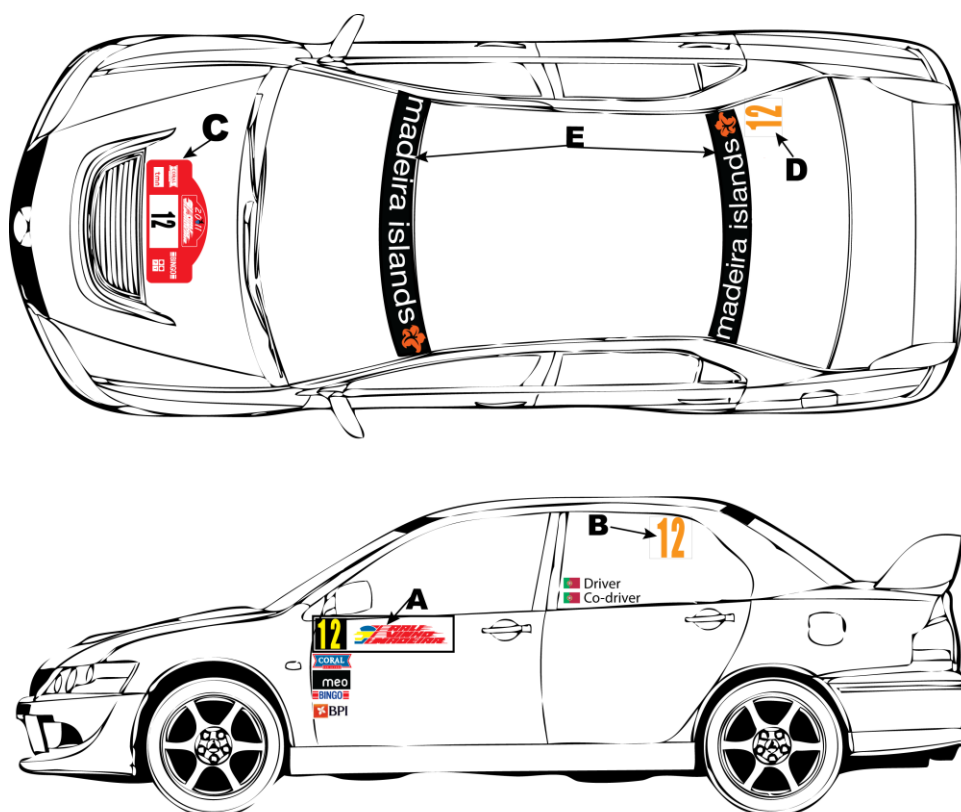


**Cristina Lume**

Date	Time	Local
(Wed) 29 Jul	18:00 – 21:30	Documental Verifications / Secrutineering
(Qui) 30 Jul	10:00 – 13:00	Shakedown
	12:00 – 17:00	Rally Office
	17:30 – *	Start (podium) * Last Competitor
	19:35 – *	Parc Fermé * Last Competitor
	20:30 – 23:00	Rally Office
(Sex) 31 Jul	10:31 – *	Start (Parc fermé) * Last Competitor
	13:12 – *	Regrouping * Last Competitor
	16:10 – *	Regrouping * Last Competitor
	19:15 – *	Regrouping * Last Competitor
	23:13 – *	Parc Fermé * Last Competitor
	09:00 – 00:00	Rally Office

Data	Horário	Local
(Sab) 1 Ago	09:56 – *	Start (Parc Fermé) * Last Competitor
	13:37 – *	Regrouping * Last Competitor
	17:34 – *	Regrouping * Last Competitor
	18:00 – *	Arrival* Last Competitor
	09:00 – 20:00	Rally Office

## APPENDIX IV: COMPETITIONS NUMBERS and ADVERTISING



**A – Competition Number** – Two (2) rectangular panels measuring 67 x 17 cm (RVM) for both front doors of the car with the number facing the front of the car (7 to 10 cm of the bottom line of the side window)

**B – Competition Number** – Two (2) competition numbers measuring 20 cm high, one for each rear side window

**C – Front Plate** – One (1) front plate measuring 43 x 21,5 cm (RVM) placed on the bonnet of the car

**D – Competition Number** – One (1) competition number for the rear window, to be placed on the upper right hand side of the window (as shown in the drawing)

**E – Madeira Islands Banners** – Two (2) Madeira Islands banners to be placed exclusively at the top of front windshield and rear window (as shown in the drawing)

**Optional Advertising** – BINGO / CORAL / MEO / BPI (30 cm x 15 cm – both front doors) and Madeira Island (as shown in the drawing)

## APPENDIX V: EXTRACTS FROM FIA APPENDIX “L” RELATING TO DRIVER’S EQUIPMENT

### 1 – Helmets

#### 1.1 – Standards

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

#### 1.2 – Conditions of use

Drivers and co-drivers in closed cockpit cars who wear full-face helmets must be able to pass the following test, in order to ensure that appropriate access to the airway of an injured driver is possible:

- The driver is to be seated in his car, with helmet and FIA approved head restraint in place and attached and safety harness buckled.
  - With the help of two rescuers, the chief medical officer of the Event (or, if present, the FIA medical delegate), must be able to remove the helmet with the driver’s head maintained permanently in a neutral position.
- If this is impossible, the driver will be required to wear an open-face helmet.

#### 1.3 – Modifications

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

#### 1.4 – Maximum weight and communications systems

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

#### 1.5 – Decoration

Paint can react with helmet shell material and affect its protective capacity; therefore, where a manufacturer provides guidelines or restrictions on the painting or decoration of helmets, these must be followed, using only paint specified by them (air drying acrylic, polyurethane enamel or others) and preferably a painter having their approval. This is particularly important for injection-moulded shells, which are not usually suitable for painting.

The shell being painted should be efficiently masked, as paint penetrating the interior can affect the performance of the helmet liner.

Paints requiring heat curing should not be used and any process should not exceed the maximum temperature of conditioning of the helmet in the standard to which it is approved.

The manufacturer’s instructions should also be consulted for any considerations on the use of stickers and transfers.

### 2 – Flame-resistant clothing

In special stages of rallies and selective sections of cross-country events entered on the International Sporting Calendar, all drivers and co-drivers must wear overalls as well as gloves (optional for co-drivers), long underwear, a balaclava, socks and shoes homologated to the FIA 8856-2000 standard (Technical List N°27).

Users must ensure that garments are not too tight, as this reduces the level of protection.

Embroidery sewn directly onto the overalls shall be stitched onto the outermost layer only, for better heat insulation. Backing material of badges and thread used for affixing them to the overalls must be flameproof (see Appendix 1 of the FIA 8856-2000 Standard for detailed requirements and instructions for use).

For events taking place in extreme heat, it is recommended that a cooling system be used (connected, for example, to the underwear designed for that purpose and homologated according to the FIA 8856-2000 standard).

Exceptionally, driver cooling vests which are not FIA homologated may be worn but shall be in addition to the mandatory homologated underwear.

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 8856-2000 standard.

### 3 – Frontal Head Restraint (FHR)

**3.1** – The wearing in an international event of any device intended to protect the head or neck and attached to the helmet is prohibited, unless the device has been homologated according to the FIA 8858 standard. Homologated FHR systems are listed in the FIA Technical List N° 29.

FIA-approved FHR systems must be worn by drivers in all International Events.

#### 3.2 – Conditions of use

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

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

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

For more details when the device used is the HANS®, the “Guide for the Use of HANS® in international motor sport”, published by the FIA Institute for Motor Sport Safety, can be found on [www.fia.com](http://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 – 2010	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 - 2002	Yes	If mechanically compatible		NO
Helmet 8858 – 2002 and 8860 – 2004	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 VI: RADIO LICENSES

All radio-electric transmitter installations in cars are always subject to a previous authorization request.

All 2-way radio equipment used must operate with 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

<b>Headquarters:</b>	Av. José Malhoa, 12 * 1099-017 LISBOA <b>Public Information:</b> Toll Free: 800 206 665 <a href="http://www.anacom.pt">http://www.anacom.pt</a> * E-mail: <a href="mailto:info@anacom.pt">info@anacom.pt</a>	Tel.: (351) 21 721 1000 * Fax: (351) 21 721 1001
<b>Barcarena:</b>	Alto do Paimão * 273-216 Barcarena	Tel.: 21 434 8500 * Fax: 21 434 85 01
<b>Porto:</b>	Rua Direita do Viso, 59 * 4250-198 Porto	Tel.: 22 619 8000 * Fax: 22 619 8001
<b>Açores:</b>	Rua dos Valados 18 - Relva * 9500-652 Ponta Delgada	Tel.: 296 302 040 * Fax: 296 302 041
<b>Madeira:</b>	Rua Vale das Neves nº19 * 9060-325 Funchal	Tel.: 291 790 200 * Fax: 291 790 201

## APPENDIX VII - “GPS/GSM” SYSTEM

#### DESCRIPTION OF THE EQUIPMENT

The competitors admitted to the departure of the RALLY VINHO DA MADEIRA 2015, will be using GPS (Global Positioning System) equipment during the event, the main objective safety the pilots and co-pilots.

This system developed by AMAWEB allows the organization to determine exactly where each competitor is, detect eventual accidents and communicate with the competitors and vice-versa via the mobile cell module incorporated in the equipment.

The equipment (the same as the image on the right) that is to be installed in the vehicle has a red button that allows the contestants to inform the organization immediately of their retirement and the state of the occupants.



This communication is done by two ways, by voice allowing the organization and the contestant to exchange information about why they are retiring and the state of the occupants and by the GPRS communication link the

equipment has with the command centre. Upon activating the red button the organization is immediately notified that the contestants have activated the button.

## **TECHNICAL ASPECTS AND INSTALLATION GUIDE**

### **Technical Aspects**

The Contestants will not have to do any previous modification of the vehicle for the installation of the GPS equipment.

The equipment runs on internal battery power and does not need any connection to the vehicle electrical system.

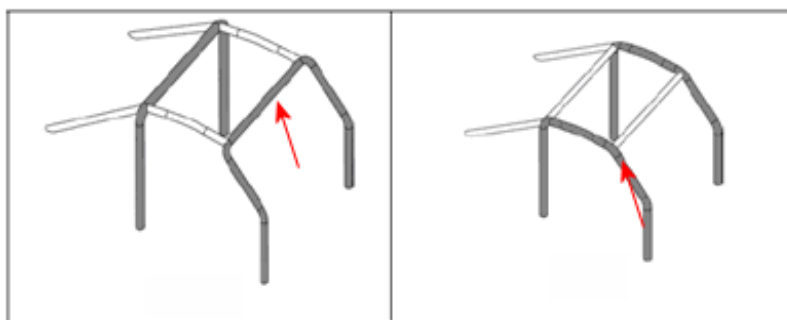
### **Installation and Removal of the Equipment**

**During the delivery of documentation the competitors** must supply a check in the value of **1.000€ (one thousand euro)** to serve as a security deposit. The check will be returned upon the safe return of the GPS equipment.

During the technical verifications AMAWEB will install and start-up the GPS equipment to test the working status of the equipment and the communication link with the Control Centre of the Rally.

The point of installation of the GPS equipment will be on the front arc and can be one of the following (as indicated on the diagram):

- In the centre near the rear-view mirror on the longitudinal element;
  - On the right side of the vehicle next to the joint connecting the front lateral arc and the longitudinal element.
- In anyone of these two points the equipment will be fixed to the structure with plastic cramps.



GPS/GSM equipment will be removed at the Final Parc Fermé. Competitors who retire from the event must return the equipment to AMAWEB at the Rally Office where they will receive the security deposit check back.

In case of retirement the competitors must contact the organization and direct themselves to the Rally Office where they must return the equipment in order to receive the security deposit cheque back.

## **APPENDIX VIII: PARC FERMÉ**

### **Location of Parc Fermé**

All Legs      CIFEC

### **Starting of Parc Fermé**

All cars authorised to start the 1<sup>st</sup> LEG are required to enter at the starting Parc Fermé, located at CIFEC, between 16:15 and 17:15 hours, on Thursday, 30<sup>th</sup> July 2015, in accordance to the following schedule:

Cars #	51	a	75	↔	16:15	-	16:25	hours
Cars #	41	a	50	↔	16:25	-	16:35	hours
Cars #	31	a	40	↔	16:35	-	16:45	hours
Cars #	21	a	30	↔	16:45	-	16:55	hours
Cars #	11	a	20	↔	16:55	-	17:05	hours
Cars #	1	a	10	↔	17:05	-	17:15	hours

Any impediment to the designated schedule will incur a penalty of € 100 for the first five minutes of delay and then € 50 for each subsequent minute of delay or fraction of a minute for the respective competitor.

## APPENDIX IX: SERVICE PARK

### Location

There is one Service Park for the entire Rally. The Service Park is located at Sea Port of Funchal.

Space allocated in the Service Park is limited to the area described in 4.4.2. Occupation of an area superior to the designated allotment will require that the competitor pay 2.500€ (two thousand five hundred Euros) for each additional 10m<sup>2</sup>.

Competitors will be allotted servicing areas inside the Park in accordance with the 2015 FIA Regional Rally Championship Sporting Regulations.

By no later than **July 13<sup>rd</sup>, 2015**, Competitors must inform the Organisers of any possible association, with regard to service vehicles and with other Competitors. The lack of this information requires a free location in accordance with the criteria of the organization.

It is mandatory to use a ground floor protection in the Service Park which should cover the entire servicing area of the competition vehicle and should be of an impermeable material. Failure to use this protection will incur a payment of an amount between € 2.500,00 and € 5.000,00 for the organization to provide this material.

It is forbidden to use any space other than what is delineated for the Service Park in Sea Porto of Funchal. Therefore, it is forbidden to use any public pedestrian promenade area by any competitor.

**The Service Park will need to be totally cleared by 19:00 hours of August 1<sup>st</sup> (Saturday). After this time, the local and marine Police will act in accordance with current legislation to remove any remaining vehicle.**

Any doubt regarding the operation of the Service Park should be made by e-mail and addressed to the Organizing Committee by 24<sup>th</sup> July 2015. All responses will be given until 00:00 hours after its request for clarification.

### Access time to Service Park for Service Vehicles

Thursday, 30<sup>th</sup> July – from 13:00 to 16:00 hours  
Friday, 31<sup>st</sup> July – from 08:30 to 09:30 hours  
Saturday, 1<sup>st</sup> August – from 08:00 to 09:00 hours

Any delay incurred will be penalized by a decision(s) pronounced by the Stewards of the Meeting.  
No vehicle will be authorized entry into the Service Park outside the stipulated schedule.

### Other Points

- Only vehicles identified with corresponding service plates will be allowed to enter the Service Park in indicated above schedule
- Any competitor with a service vehicle inside the Service Park without the respective Service or Auxiliary Plate duly placed is obligated to pay the amount of € 1.500, failing of which will lead to the removal of the vehicle from the above mentioned Service Park.
- **The Service Plate must be fixed on the topside of the front windscreen.**
- All remaining vehicles must be identified by "Auxiliary" Plates which allow access to the park adjacent to the Service Park (a duly identified Parking Area).
- The "Auxiliary" Plates must be fixed on the topside of the front windscreen.
- The price of each supplementary "Auxiliary" plate is 750, 00 €.
- A 1.500,00€ penalty will be levied to the competing team if the exchange of "Service" and/or "Auxiliar" plate(s) is detected during the event

## APPENDIX X: SHAKEDOWN

Competitors are required to indicate their choice to participate in the Shakedown, by filling in the obligatory field on the Entry Form ([www.rallyvm.com](http://www.rallyvm.com))

A section in the Service Road Book will indicate the directions to get from CIFEC and the Shakedown zone, along with a map of the area, indicating the reserved service and refuelling areas.

Driver and co-driver must wear helmet, gloves and rally suit. Competition numbers and rally plates must be affixed is their respective vehicle.

**ONLY** service vehicles with **CLEARLY VISIBLE SERVICE PLATES** will be allowed to park inside Shakedown Service Areas.

### Location

Estrada dos Cardais / Estrada Santo da Serra / Água de Pena

### Schedule – Timetable

Thursday, 30<sup>th</sup> July 2015 from 10:00 to 13:00 hours

FIA Seeded Drivers Priority and Portuguese Federation Priority Drivers	From 10:00 to 12:00 hours
Other Drivers (duly registered)	From 12:01 to 13:00 hours

## APPENDIX XI: OTHER SUBJECTS OF INTEREST

### Time Card

The time card will be handed out to each Competitor at the:

- Start of the Rally, Start to 2<sup>nd</sup> Section and Start to 2<sup>nd</sup> Leg
- Time Controls "Service OUT" (beginning of a section)

### False Start

A false start will be penalized as follows:

a) First infringement:	10 second time penalty
b) Second infringement:	1 minute time penalty
c) Third infringement:	3 minute time penalty
d) Further infringements:	<b>Penalty at the discretion of the Stewards of the Meeting</b>

These penalties do not prevent the Stewards from imposing heavier penalties if they judge it necessary

### Infringements

Throughout the entire Rally, the crews must strictly observe the traffic Laws in Portugal. Any crew that does not comply with the Traffic Laws shall be subject to the penalties set out below:

1 <sup>st</sup> infringement:	€ 250 penalty
2 <sup>nd</sup> infringement	a 5 minute time penalty
3 <sup>rd</sup> infringement	<b>exclusion</b>

### Competitors Safety

Each competing car must carry a red reflective triangle which, in the event of the car stopping in a Special Stage, must be placed by a member of the crew in a conspicuous position at least 50 m behind the car, in order to warn following drivers. Any crew failing to comply shall be subject to a cash penalty at the discretion of the Stewards.

In the event of an accident where no injuries are sustained requiring immediate medical intervention, the **OK** sign in the road book must be clearly shown by a crewmember to the next 3 following vehicles. If the crew leaves the vehicle the **OK** sign must be displayed so that it is clearly visible, where possible, to other competitors. If on the other hand urgent medical attention is required, where possible the **SOS** should be immediately displayed to the following cars. Any crew, which is able to, but fails to comply with this rule may be penalised by the Stewards in accordance with the International Sporting Code.

### Accident Reporting

#### Accident involving a member of the public

If a driver taking part in a rally is involved in an accident in which a member of the public sustains physical injury, the Driver concerned must report this as specified in the road book.

The laws of the country in which the event is conducted must also be complied with in relation to procedures at accidents.

#### Accident investigations

Any accident involving a fatality or serious injury must be reported to the National Sporting Authority which is required to inform the FIA accordingly.

**Control Anti-Doping**

In case there is an anti-doping control, this will take place as follows:

**End of 1<sup>st</sup> LEG at Dr. Nélío Mendonça Hospital**

**End of 2<sup>nd</sup> LEG at Dr. Nélío Mendonça Hospital**

**Penalties**

- a) Failure to attend the autograph session scheduled in the event program will result in a 500,00 € (five hundred Euros) fine
- b) Any other infringement of these rules will be reported to the Stewards, who may impose a penalty as provided for in articles 152 and 153 of the International Sporting Code.