



1 / 3 August 2019

## SUPPLEMENTARY REGULATIONS



# INDEX

Art. 1.	INTRODUCTION.....	3
Art. 1.1	Preamble.....	3
Art. 1.2	Length of Special Stages and Road surface .....	3
Art. 1.3	Overall SS distance and total distance of the itinerary .....	3
Art. 2.	ORGANISATION.....	3
Art. 2.1	Championships and titles for which the rally counts .....	3
Art. 2.2	Approvals .....	3
Art. 2.3	Organiser's name, address and contact details.....	4
Art. 2.4	Organising Committee .....	4
Art. 2.5	Stewards of the Meeting .....	4
Art. 2.6	FIA Delegates & Observer .....	4
Art. 2.7	Senior Officials .....	4
Art. 2.8	Location of Rally HQ and contact details .....	5
Art. 3.	PROGRAMME IN CHRONOLOGICAL ORDER AND LOCATIONS .....	6
Art. 4.	ENTRIES.....	7
Art. 4.1	Closing date for entries .....	7
Art. 4.2	Entry procedure.....	7
Art. 4.3	Number of competitors accepted and vehicle classes.....	7
Art. 4.4	Entry fees/entry fee packages .....	9
Art. 4.5	Payment .....	10
Art. 4.6	Entry fee refunds.....	10
Art. 5.	INSURANCE COVER .....	10
Art. 6.	ADVERTISING AND IDENTIFICATION .....	10
Art. 6.1	Obligatory organiser's advertising.....	11
Art. 6.2	Competition Numbers and Rally Plates .....	11
Art. 7.	TYRES .....	12
Art. 7.1	Regulations regarding tyres which may be used during the rally .....	12
Art. 7.2	Car Equipment .....	12
Art. 7.3.	Marking of Tyres .....	12
Art. 7.4.	Control.....	12
Art. 8.	FUEL .....	12
Art. 8.1.	Permitted Fuel.....	12
Art. 8.2.	Refuelling Zones .....	12
Art. 9.	RECONNAISSANCE OF SPECIAL STAGES .....	13
Art. 9.1.	Procedure for registration .....	13
Art. 9.2.	Specific Regulation .....	13
Art. 9.3.	Fitment of Speed control checking devices .....	14
Art. 10.	ADMINISTRATIVE CHECKS.....	14
Art. 10.1	Documents to be presented:.....	14
Art. 10.2	Timetable .....	14

Art. 11.	SCRUTINEERING, SEALING AND MARKING .....	15
Art. 11.1	Timetable .....	15
Art. 11.2	Mudflaps .....	15
Art. 11.3	Windows / Nets .....	15
Art. 11.4	Driver's safety equipment .....	15
Art. 11.5	Noise level.....	15
Art. 11.6	Installation of Safety Tracking System.....	15
Art. 12.	OTHER PROCEDURES AND REGULATIONS .....	15
Art. 12.1	Ceremonial start procedures and order .....	15
Art. 12.2	Finish procedures.....	15
Art. 12.3	Permitted early check-in .....	15
Art. 12.4	Special Stage Spectacle procedures and running order .....	16
Art. 12.5	Special procedures and activities .....	16
Art. 12.6	Official time used during the rally .....	16
Art. 13.	IDENTIFICATION OF OFFICIALS .....	16
Art. 14.	PRIZES .....	17
Art. 15.	FINAL CHECKS / PROTESTS / APPEALS .....	17
Art. 15.1	Final Checks .....	17
Art.15.2	Protest deposit .....	17
Art. 15.3	Appeal deposit .....	18
Appendix 1	– ITINERARY.....	19
Appendix 2	– RECONNAISSANCE SCHEDULE.....	20
Appendix 3	– NAMES AND PHOTOGRAPHS OF CROS AND THEIR SCHEDULES.....	20
Appendix 4	– DECALS AND POSITIONING OF SUPPLEMENTARY ADVERTISING .....	21
Appendix 5	– EXTRACT FROM FIA APPENDIX L RELATING TO OVERALLS, HELMETS AND ANY OTHER SAFETY REQUIREMENTS .....	22
Appendix 6	– LICENSES RADIO .....	23
Appendix 7	– SYSTEM “TRACKING / GPS” .....	24
Appendix 8	– PARC FERMÉ .....	25
Appendix 9	– SERVICE PARK .....	25
Appendix 10	– SHAKEDOWN / QUALIFYING .....	26
Appendix 11	– OTHER SUBJECTS OF INTEREST.....	26

## Art. 1. INTRODUCTION

Name of the event: Rali Vinho da Madeira

Date of the event: 1<sup>st</sup> to 3<sup>rd</sup> of August 2019

### Art. 1.1 Preamble

This rally will be run in compliance with the FIA International Sporting Code and its appendices, the 2019 FIA Regional Rally Sporting Regulations, the National Sporting Regulations, which comply with the FIA regulations and these Supplementary Regulations.

Any modifications, amendments and/or additions to the Rules and Regulations shall be made in the form of numbered and dated bulletins (issued by the Organiser or the Stewards).

Additional information will be published in the Rally Guide, issued on **31<sup>st</sup> of May**.

The 2019 FIA Regional Rally Sporting Regulations can be found at: <http://www.fia.com>

The 2019 FPAK Rally Sporting Regulations can be found at: <http://www.fpak.pt>

The various documents will be written in English *and in Portuguese*. In case of any discrepancy, the English text will be binding.

### Art. 1.2 Length of Special Stages and Road surface

Leg 1: Asphalt 128,92 km

Leg 2: Asphalt 80,24 km

### Art. 1.3 Overall SS distance and total distance of the itinerary

Number of Legs	2
Number of Sections	7
Number of Special Stages	19
Total distance of the itinerary	850,54 km
Overall length of Special Stages	209,16 km

## Art. 2. ORGANISATION

### Art. 2.1 Championships and titles for which the rally counts

FIA European Rally Trophy – *ERT Iberian Rally Trophy*

#### Other titles for which the rally counts

Portugal Rally Championship of FPAK

Madeira Rally Championship “Coral”

### Art. 2.2 Approvals

ASN Visa

Visa No.: **330/ERT/2019**

Approved on: **10 /05/ 2019**

FIA VISA

Visa No.: **04ERTIB/110619**

Issued on: **11 /06 / 2019**

**Art. 2.3 Organiser's name, address and contact details**

Organiser: Club Sports da Madeira  
 Organiser's representative: José Paulo Fontes  
 Street/P.O. Box: Rua dos Aranhas, 53 – 3º Sala F  
 Post code/city: 9000-044 FUNCHAL – MADEIRA – PORTUGAL  
 Phone and fax: (351) 291 224 688  
 E-mail: [secretariado@ralivm.com](mailto:secretariado@ralivm.com)

**Art. 2.4 Organising Committee**

Organising Committee:	José Paulo Fontes	Lamberto Jardim
	Joaquim Sá e Sousa	Alfredo Mendonça
	Pedro Araújo	Luis Madruga
	Filipe Sousa	Willy Sousa
	Arlindo Cruz Silva	João Pupo Correira
	Carlos Mendonça	

**Art. 2.5 Stewards of the Meeting**

	Name	License no.
Stewards of the Meeting (Chairman):	Ediz ATABEY (GRC)	TBA
2 <sup>nd</sup> FIA Steward	Jordi BARRABES (ESP)	TBA
FPAK/ASN Steward	Horácio Rodrigues	CDI PT19/0016

**Art. 2.6 FIA Delegates & Observer**

	Name	License no.
FIA Observer	Jordi BARRABES (ESP)	TBA
FPAK/ASN Observer	Claudino Romeiro	CDI PT19/0002
FPAK/ASN Delegate	Pedro Rodrigues	CTC PT19/0046
FPAK/ASN Deputy Delegate	António Pereira	CTC PT19/0038
FPAK/ASN Deputy Delegate	Nuno Fernandes	CTI PT19/0015
FPAK/ASN Medical Delegate	Manuel França Gomes	MC PT19/0064

**Art. 2.7 Senior Officials**

	Name	License no.
Clerk of the Course:	Pedro Araújo	DPI PT19/0021
Deputy Clerk of the Course:	Filipe Sousa	
	Luis Madruga	DP PT19/3833
General Secretary:	Alfredo Mendonça	CDA PT19/0060
Chief Safety Officer:	Luis Madruga	DP PT19/3833
Deputies Chief Safety Officer:	Carlos Mendonça	CDA PT19/0062
	João Pupo Correia	DP PT 19/5183
Scrutineers (Chief Scrutineer):	Arlindo Cruz Silva	CTC PT19/0041
Scrutineer:	Roberto Silva	CT PT19/3838
Scrutineer:	Manuel Franco	CT PT19/3837
Scrutineer:	António Franco	CTE PT19/3841
Scrutineer:	Urbano Tomé	CT PT19/3839
Scrutineer:	Bruno Sousa	
Scrutineer:	José Meneses	CTC PT19/1051
Scrutineer:	Vírgilio Nóbrega	CT PT19/0496

Scrutineer:	João Barros	CT PT19/3840
Scrutineer:	Duarte Júnio Gonçalves	CTE PT19/2584
Scrutineer:	Miguel Faria	
Chief Medical Officer (CMO):	Magna Correia	
Chief Nurse Officer (CNO):	Rui Gomes	
Timekeeping (Chief Timekeeper):	Carlos Maria Silva	
Competitors' Relations Officer (CRO):	Cristina Lume	CDB PT19/3834
	Paulo Rodrigues	CDA PT19/0063
	António Castro	
Reconnaissance and Shakedown Coordinator:	Luis Madruga	DP PT19/3833
Park Fermé Coordinator:	Carlos Maria Silva	
Service Park Coordinator:	Alfredo Mendonca	CDA PT19/0060
Chief Timekeeper:	Fátima Bandeira	
Results Coordinator	Amaweb	
Press Officer:	Jorge Luis	

#### Art. 2.8 Location of Rally HQ and contact details

Name: CIFEC - Centro Internacional de Feiras e Congressos  
Street: Caminho da Penteada (Andar – 1)  
Post code, city: 9020-105 Funchal  
Phone: (351) 291 224 688  
E-mail: [secretariadio@ralivm.com](mailto:secretariadio@ralivm.com)

Rally HQ in operation: from 22<sup>nd</sup> July to 3<sup>rd</sup> August

Service parc in operation: from 1<sup>st</sup> to 3<sup>rd</sup> August (**see appendix 9**)

Official Notice Board (NB): CIFEC - Centro Internacional de Feiras e Congressos

Digital Notice Board (DNB): [www.ralivm.com](http://www.ralivm.com)

#### HQ / Media Center opening and closing hours

		Rally Headquarters	Media Center and Accreditation
Monday to Friday	22 <sup>nd</sup> until 26 <sup>th</sup> July	10:00 / 12:30 hours 14:00 / 18:00 hours	
Saturday	27 <sup>th</sup> July	10:00 / 18:00 hours	
Sunday	28 <sup>th</sup> July	15:00 / 18:00 hours	
Monday	29 <sup>th</sup> July	10:00 / 20:00 hours	
Tuesday	30 <sup>th</sup> July	08:00 / 20:00 hours	
Wednesday	31 <sup>st</sup> July	09:00 / 22:00 hours	10:00 / 22:00 hours
Thursday	1 <sup>st</sup> August	09:00 / 21:00 hours	09:00 / 21:00 hours
Friday	2 <sup>nd</sup> August	07:00 / 23:50 hours	07:00 / 23:50 hours
Saturday	3 <sup>rd</sup> August	09:00 / 20:30 hours	09:00 / 20:30 hours

### Art. 3. PROGRAMME IN CHRONOLOGICAL ORDER AND LOCATIONS

	Location:	Date:	Time:
Publishing of the supplementary regulations	www.ralivm.com	31-05-2019	17:00
Issuing of Rally Guide	www.ralivm.com	31-05-2019	10:00
Entries open	www.ralivm.com	03-06-2019	10:00
Closure date of entries at reduced fees		02-07-2019	17:00
Issuing of the road book, maps	www.ralivm.com	02-07-2019	17:00
Closure date of entries	www.ralivm.com	15-07-2019	17:00
Closing date to request extra services in Service Park and to inform the organisation of any possible association with other Competitors ( <b>APPENDIX 9</b> )	www.ralivm.com	15-07-2019	17:00
Closing date for shakedown registration	www.ralivm.com	15-07-2019	17:00
Closing date for Autograph signing session	www.ralivm.com	15-07-2019	17:00
Last day for Media Accreditation request	www.ralivm.com	19-07-2019	19:00
Publication date of entry list	www.ralivm.com	24-07-2019	18:30
Collection of material and documents to Entrants	Rally HQ	27-07-2019	10:00 / 18:00
Installation of tracking systems for reconnaissance	CIFEC / UMA	30-07-2019	08:30 / 09:30
Start of reconnaissance		30-07-2019	Appendix 2
Autograph signing session open to all Entrants but obligatory for FIA and National Seeded Drivers	Casino da Madeira	30-07-2019	21:30 / 23:00
End of reconnaissance		31-07-2019	Appendix 2
Opening of Media Centre and accreditation	Rally HQ	31-07-2019	10:00 / 20:00
Administrative checks	Praça do Mar – Av. Dr. Sá Carneiro	31-07-2019	18:00 / 21:00
<i>(a detailed timetable will be published and distributed to each entrant)</i>			
Scrutineering – sealing & marking of components	Pontão Norte – Porto do Funchal	31-07-2019	18:15 / 21:30
<i>(a detailed timetable will be published and distributed to each entrant)</i>			
Shakedown / Qualifying	Estrada dos Cardais / Santo da Serra / Água de Pena	01-08-2019	09:00 / 13:00
Qualifying Provisional Classification	CIFEC	01-08-2019	12:00
Qualifying Final Classification	CIFEC	01-08-2019	12:30
Qualifying Allocation/Selection of Start List	CIFEC	01-08-2019	12:45
Pre-Rally Press Conference and Group Photo Session (Qualifying)	CIFEC	01-08-2019	13:00
Mandatory drivers briefing	CIFEC	01-08-2019	13:30
First Meeting of the Stewards of the Meeting	CIFEC	01-08-2019	14:00
Publication of list of cars eligible to start	Official NB	01-08-2019	14:30
Publication of start list for Leg 1	Official NB	01-08-2019	14:30
Start of the Rally – Leg 1 – 1 <sup>st</sup> Section	UMA – Madeira University	01-08-2019	16:47
Ceremonial Start – Podium	Praça do Povo	01-08-2019	17:03
Press conference before the rally	Avenida Arriaga – Club Sports da Madeira	01-08-2019	18:30
Family Photo (obligatory for <b>ALL</b> Drivers / Co-Drivers)	Avenida Arriaga – Club Sports da Madeira	01-08-2019	18:50
Start of the Rally – Leg 1 – 2 <sup>nd</sup> Section	UMA – Madeira University	02-08-2019	08:14
Finish of Leg 1 (estimated time of 1 <sup>st</sup> car)	UMA – Madeira University	02-08-2019	21:46
All vehicles must enter Parc Fermé after “ <b>Flexi Service</b> ”, until 23:30 hours of 2 <sup>nd</sup> August			

Publication of start list for Leg 2	Official NB	02-08-2019	23:45
Start of the Rally – Leg 2	UMA – Madeira University	03-08-2019	09:55
Podiums Ceremony / Prize-giving – End of LEG 2	Praça do Povo	03-08-2019	17:57
Post-rally Press Conference	Praça do Povo	03-08-2019	18:00
Final scrutineering (following the marshals' instructions)	CIFEC	03-08-2019	Immediate after arrival in the finish
Publication of Provisional Classification	Official NB	03-08-2019	19:45
Publication of Final Classification	Official NB	03-08-2019	After signed by the stewards and after the expiry of the protest time

## Art. 4. ENTRIES

### Art. 4.1 Closing date for entries

Tuesday, 2<sup>nd</sup> July at 17:00 hours with a reduced fee  
Monday, 15<sup>th</sup> July at 17:00 hours

### Art. 4.2 Entry procedure

All applications will be submitted and managed online. User LOGIN required <http://www.ralivm.com>  
Each applicant will have a specific user ID to login and fill the form.

**All indicated required fields must be filled out before the closing date for entries.**

***The photocopies of the following documents must upload until 15<sup>th</sup> of July:***

- ◆ Driver and co-driver identification (identification card or passport)
- ◆ Entrant, driver and co-driver competition licenses
- ◆ Driver and co-driver driving Licences
- ◆ ASN authorisation, for all foreign competitors
- ◆ Car documentation (logbook and ownership document)
- ◆ In the case where the competition vehicle ownership is not registered to either of the drivers, a notarised document from the owner is required, authorising the vehicle to participate in the 2019 edition of Rali Vinho da Madeira.
- ◆ Homologation page for the entered car on which the number, the group, and cylinder capacity (cc) are indicated
- ◆ FIA Technical passport

**Entry form will be considered accepted after receipt of payment within the stipulated deadline.**

The details concerning the co-driver can be sent, **up to Friday, 19<sup>th</sup> of July – 15:00 Hours**  
**Only in case of technical questions or failure of the online registration system are competitors allowed to print and submit the entry form located online on [www.ralivm.com](http://www.ralivm.com)**

### Art. 4.3 Number of competitors accepted and vehicle classes

**Art. 4.3.1** The number of competitors shall be limited to 75 (seventy-five)



### Art. 4.3.2 Eligible cars in ERT

CLASSES	GROUPS		
<b>RC2</b>	Group R5 (VR5)		Group R5 cars are conforming to the 2019 Appendix J, Art. 261.
	S2000-Rally: 1.6T engine with a 28mm restrictor		Super 2000-Rally cars (conforming to the 2013 Appendix J, Art. 255A) fitted with a restrictor complying with Art. 255A-5.1.1-b except for the following points: a) the maximum internal diameter of the restrictor is 28 mm, b) The external diameter of the restrictor at its narrowest point must be less than 34 mm. The diameter must be maintained over a distance of 5 mm to each side of the narrowest point. FIA may revise the diameter of the turbo compressor restrictor at any time without notice.
	S2000-Rally: 2.0 Atmospheric		Super 2000 cars (conforming to the 2013 Appendix J, Article 254A)
	Group R4 (VR4K)		Cars fitted with R4 Kit conforming to the 2019 Appendix, Art. 260E
	Group NR4 over 2000cc (current N4)		Group N cars conforming to the 2019 Appendix J, Art. 254
<b>RGT</b>	RGT cars		Group RGT cars conforming to the 2019 Appendix J, Art. 256.
<b>RC3</b>	R3 (atmo / over 1600cc and up to 2000cc – VR3C and turbo over 1067cc and up to 1333cc – VR3C)		Group R cars conforming to the 2019 Appendix J Art. 260
	R3 (turbo / up to 1620cc / nominal – VR3T)		Group R cars conforming to the 2019 Appendix J, Art. 260
	R3 (diesel / up to 2000cc / nominal – VR3D)		Group R cars conforming to the 2019 Appendix J, Art. 260D.
	Group A over 1600cc and up to 2000cc		Group A cars conforming to the 2019 Appendix J, Art. 255
	Super 1600		Group A cars conforming to the 2019 Appendix J, Art. 255
<b>RC4</b>	RC4A	R2 (atmo over 1600cc and up to 2000cc – VR2C and turbo over 1067cc and up to 1333cc – VR2C)	Group R cars conforming to the 2019 Appendix J, Art. 260
	RC4B	R2 (atmo over 1390cc and up to 1600cc – VR2B and turbo over 927cc and up to 1067cc – VR2B)	Group R cars conforming to the 2019 Appendix J, Art. 260 Group R cars conforming to the 2018 Appendix J, Art. 260 (VR2B homologated before 31/12/2018)
		Kit-car up to 1600cc	Group A Kit Cars with a corrected cylinder capacity of less than 1600cc on condition that the homologation is accepted by FIA as eligible for the Championship concerned
		Group A up to 1600cc	Group A cars conforming to the 2019 Appendix J, Art. 255
		Group N over 1600cc and up to 2000cc	Group N cars conforming to the 2019 Appendix J, Art. 254
<b>RC5</b>	R1 (atmo up to 1600cc - VR1 and turbo up to 1333cc - VR1)		Group R cars conforming to the 2018 Appendix J, Art. 260 (VR1A and VR1B homologated before 31/12/2018)
	R1(atmo up to 1600cc – VR1A/VR1B and turbo up to 1067cc – VR1A/VR1B)		Group R cars conforming to the 2018 Appendix J, Art. 260 (VR1A and VR1B homologated before 31/12/2018)
	Group N up to 1600cc		Group N cars conforming to the 2019 Appendix J, Art. 254

#### a) ADDITIONAL PROVISIONS

According to the article 4.2 of the 2019 FIA Regional Rally Sporting Regulations – V1b FIA European Rally Trophy articles 4.1, 4.2 and 4.3.

### Art. 4.3.2 Eligible national cars

Nationally homologated cars may participate in the European Rally Trophy rallies when they fit into a national group/class of the organising country, without eligibility to score Trophy points.

National car – RGT Ralis Class – Group RGT

#### Art. 4.4 Entry fees/entry fee packages

##### Art.4.4.1 Entry Fees with insurance included

	Until 2 <sup>nd</sup> July		Until 15 <sup>th</sup> July	
	With	Without	With	Without
	the optional advertising		the optional advertising	
International driver	4.000,00 €	6.000,00 €	6.000,00 €	8.000,00 €
National Driver (Continental and Azores)	3.000,00 €	5.000,00 €	4.250,00 €	6.250,00 €
National Driver entered in National Championship	2.500,00 €	4.500,00 €	3.750,00 €	5.750,00 €
Madeira Driver (a)	800,00 €	1.550,00 €	1.600,00 €	3.000,00 €
Madeira Drivers entered in Regional Championship (a)	750,00 €	1.450,00 €	1.500,00 €	2.500,00 €

(a) Without the right to any type of Sea Transport

##### Other fees

- Auxiliary Plates 750,00 € / each
- Motor home Plates 1.000,00 € / each

**Note:** A security deposit will be requested for Tracking System/GPS (**Appendix 7**)

##### Art.4.4.2 Entry Packages

Description	Competitors		
	As legal entity	As Person	Madeira
Sea Transport of Rally Car (details to be provided by the Organisation) (*)			
Set of road books	1	1	1
Service book – available online <a href="http://www.ralivm.com">http://www.ralivm.com</a>			
Set of organiser maps	2	2	2
Competitors passes	2	2	2
Service area passes	6	4	4
Guest area passes – <b>if request by email until 23<sup>rd</sup> july</b>	4	2	2
Supplementary Regulations – available online <a href="http://www.ralivm.com">http://www.ralivm.com</a>			
Service Plate	1	1	1
Auxiliary Plate	2	2	2
Car numbers panels and plates	All	All	All
Organisers optional advertising stickers	All	All	All
Entry authorisation bracelet in the Refuelling Zone	2	2	2
Space available at Service Park (**)	15mx10m	10mx10m	10mx10m
The final results – available online <a href="http://www.ralivm.com">http://www.ralivm.com</a>			

**(\*) – The Insurance for transportation of the vehicle is not included, no responsibility is attributed to the Organisers). The sorganisation highly recommends for all competitors to please pay attention and carefully read all the maritime transport information that is published on our website.**

**(\*\*) – 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>.**

#### Art. 4.5 Payment

- **CASH**
- **SWIFT Bank Transfer** Bank: Santander Totta  
**(Receipt compulsory)** Address: Av. Arriaga, Edf. Marina Club r/c \* 9004-533 FUNCHAL  
Account Name: Club Sports da Madeira – Rali Vinho Madeira  
IBAN PT50 0018 0008 0148628002041  
BIC: TOTAPTPL

Any Bank charges incurred by debit and/or Swift transfer must be charged to the sender's account. When paying by SWIFT bank transfer, it is essential that you provide details of this payment by fax to the Rally Office to ensure that payment is duly received prior to the close of entries.

**Cheques are not accepted (except from Madeira competitors)**

#### Art. 4.6 Entry fee refunds

**Entry fees will be refunded in full:**

- To candidates whose entries have not been accepted.
- In case the Rally is not realised.
- The organisers may refund part of the entry fee to those competitors who for reasons of "force major" duly certified by their ASN, are unable to start the rally.

#### Art. 5. INSURANCE COVER

- Art. 5.1.** The entry fee includes the insurance premium, which guarantees the Competitor cover for civil liability towards third parties. This insurance cover is limited to **48.560.000,00 € and 9.760.000,00 €**, per accident, for bodily injury and for material damage respectively.
- Art. 5.2.** The insurance cover will come into effect from administrative checks and will cease at the end of the event or at the moment of retirement, disqualification or exclusion. This policy will also cover vehicles taking part at the shakedown.
- Art. 5.3.** **Only the damage caused by the holding drivers is covered by the insurance policy taken out by the Organisation. This insurance does not cover injury to the drivers themselves or damage to participating cars.**
- Art. 5.4.** Entrants and competitors are free to carry any individual insurance policy that they choose, independently from the liability mentioned above insurance.
- Art. 5.5.** In case of an accident, competitors and drivers agree to exclude responsibility and keep indemnified the event's promoters and organisers (Club Sports Madeira and Organising Committee of Rally) against all claims.
- Art. 5.6.** In case of an accident, the competitor or representative need to **notify the Clerk of the Course in writing**, as soon as possible, and **within the maximal delay of 24 hours allowed**. Notification must provide details about the accident including damages and consequences to persons or property, and identification of any witnesses who observed the incident. Names and contact information of any injured person(s) need to be identified.
- Art. 5.7.** The service vehicles, even those bearing special plates issued by the organiser, may never be considered as official participants in the rally. They are therefore not covered by the insurance policy of the rally and remain the sole responsibility of their owner.

#### Art. 6. ADVERTISING AND IDENTIFICATION

**See Appendix 4 of these SR "Decals and positioning of supplementary advertising".**

Competitors are allowed to affix any advertising to their cars, provided that:

- It is authorised by National and Madeira Autonomous Region laws (including tobacco advertising)
- By FIA Regulations;
- By FPAK Regulations;
- It is not likely to offend;
- It is not political or religious;
- It does not encroach upon the spaces reserved for plates, competition numbers or organisers' advertising;
- **It does not interfere with the crew's vision through the windows.**

## **Art. 6.1 Obligatory organiser's advertising**

Competition number size: 67 x 17 cm  
**Rali Vinho da Madeira**

The organiser will provide each crew with the number identification (67x17cm), which must be affixed to their car in the stated positions before scrutineering. Each panel shall be placed horizontally at the leading edge of each front door, with the number at the front. The top of the plate shall be between 7 cm and 10 cm below the lower limit of the window. **It is not allowed to cut the panel.**

**Art. 6.1.1.** The advertising spaces situated immediately above or immediately below the competition numbers, as well as other suitable spaces on the Rally plates, are reserved for the Organiser's advertising.

Such advertising is obligatory and may not be refused by the competitors/entrants. **(Appendix 4).**

**Art. 6.1.2.** Competitors who accept the Organiser's optional advertising must reserve spaces for it, as specified in this Supplementary Regulation **(Appendix 4).**

**Art. 6.1.3.** Those failing to observe the above advertising conditions (Art. 6.1) will be penalised at the discretion of the Stewards of the Meeting.

## **Art. 6.2. Competition Numbers and Rally Plates**

### **Art. 6.2.1. Plates**

The Rally plates must be fixed to the front and rear of the car in a visible position for the duration of the Rally. The front plate must under no circumstances cover, even partially, the car's licence plate.

Non-compliance of the above implies a cash penalty of € 500.

The lack of a plate is penalised with a fine of € 250

### **Art. 6.2.2. Competitions Number**

The competition numbers supplied by the Organisers must be affixed to both front doors during the whole Rally **(see appendix 4)**. The lack of a competition number plate is penalised with a fine of € 250. The lack of 2 competition number plates implies the exclusion.

### **Art. 6.2.3. Issuing of Competition Numbers**

The plates, the competition numbers and the advertising plates will be available to all Rally Competitors at the Rally Headquarters from **Saturday, 27<sup>th</sup> of July**.

All number, plates and advertising material on the cars will be checked during the scrutineering.

### **Art. 6.2.4. Driver and co-driver names**

The first initial(s) and surname of both driver and co-driver, followed by the national flags of the country of the ASN from which they have obtained their licences, must appear on the rear side window on both sides of the car, adjacent to the competition number. The names must be:

In white Helvetica

In upper case for the initial(s) and the first letter of each name with the remainder in lower case  
6 cm high and with a stroke width of 1.0 cm.

The driver's name shall be the upper name on both sides of the car.

### **Art. 6.2.5. Numbers awarded**

The numbers shall be awarded in the following order:

Series 1: drivers seeded by FIA

Series 2: all the other drivers entered in the following order:

1. Drivers seeded by respective National Federations (ASN`s and FPAK) – Notoriety
2. All others are let to the initiative of the Organisers.

## **Art. 7. TYRES**

### **Art. 7.1 Regulations regarding tyres which may be used during the rally**

Only moulded Tyres are permitted. Tyres to be used in vehicles must be according to the list of eligible asphalt tyres as published FIA list

[https://www.fia.com/file/78439/download/list\\_of\\_eligible\\_asphalt\\_tyres\\_for\\_fia\\_rallies\\_-\\_updated\\_on\\_19.03.2019.pdf](https://www.fia.com/file/78439/download/list_of_eligible_asphalt_tyres_for_fia_rallies_-_updated_on_19.03.2019.pdf)

### **Art. 7.2 Car Equipment**

The car may carry a maximum of two spare wheels, during the event, duly fixed. The spare wheel(s) may be equipped with tyre(s) of a different type, but at least one of the spare wheels must be carried on board the vehicle during the event.

At no time during the event must the depth of the grooves of the tyres which equip the vehicle to be less than 1,6 mm in at least three-quarters of the surface.

### **Art. 7.3. Marking of Tyres**

The marking of tyres is obligatory for all the competitors entered in the Rally. During the event, the following points must be noted:

- All tyres will be marked throughout the Rally per the 2019 Sporting Regulations applicable to all FIA Regional Rally – Appendix V.
- At the Start of each section in the Tyre Marking Zone, at the exit of the Service Park, the four tyres mounted on the car and the possible spare tyre(s), will be marked using a special ink, the same colour for all the competitors and using a different colour in each section.
- Tyres which have not been used on the previous section, or which, even if they have already been used, are nevertheless in conformity with the regulations, must be marked again.

A tyre-marking zone reserved exclusively for this purpose shall be established at the exit from the Service Park or refuelling zone, and the tyre-marking zone shall denote its entrance and exit.

For the sole purpose of assisting with the tyre marking procedure, and only for the period during which the car is in that zone, one member of the team of each crew may have access to this zone.

### **Art. 7.4. Control**

At any time during the event, controls may be carried out to check the conformity of tyres.

In everything else, will be applied the **Article 60 and Appendix V** to 2019 FIA Regional Rally Sporting Regulations.

## **Art. 8. FUEL**

### **Art. 8.1. Permitted Fuel**

All competitors must only use fuel meeting the requirements of Appendix J (Art. 252.9).

### **Art. 8.2. Refuelling Zones**

Refuelling may only be performed during the rally inside the designated refuelling zones as specified in the Road Book and in accordance of 2019 FIA Regional Rally Sporting Regulations (art 58.2.3).

**Art. 8.2.1. ONLY** two members of the team, identified by the **SPECIFIC BRACELETS** supplied by the organisation may access the refuelling zone, exclusively to support the refuelling process. It is expressly forbidden the presence of any team member wearing any shorts such as “Bermuda” or “reduced” clothing, as well as the presence of any person under 18 years of age. The relevant personnel **must** be wearing clothing (suit, balaclava and gloves) which will provide adequate protection against fire (RRR art. 58.2.3.).

In case of a breakdown, the vehicle must be pushed out of the refuelling area, by the team, by the Marshals or by the two elements above-mentioned, without incurring any penalty.

**Art. 8.2.2.** Competitors, who wish to transport fuel to be used during Rally Vinho da Madeira, will need to inform the organisation on the matter before **the 17<sup>th</sup> of July**. Filling out the fuel transport form, available from [www.ralivm.com](http://www.ralivm.com) is mandatory for those transporting racing fuel. The fuel transport requires the fulfilment of customs requirements. These requirements can be found in the information about shipping, published on the website [www.ralivm.com](http://www.ralivm.com).

## **Art. 9. RECONNAISSANCE OF SPECIAL STAGES**

Reconnaissance will be according to FIA RRSR Art. 25. The schedule for the reconnaissance is published in **Appendix 2** of these supplementary regulations.

Obligatory insurance must cover reconnaissance cars under current legislation, no responsibility being imputable to the Organisers.

### **Art. 9.1. Procedure for registration**

Drivers who wish to carry out reconnaissance will have to register previously at [www.ralivm.com](http://www.ralivm.com).

During the installation of the GPS of the reconnaissance car, a reconnaissance time card will be supplied which must be carried in the car for the duration of the reconnaissance. This card will be stamped appropriately recording every run on each special stage. Failure to produce this card will result in refusal to participate in the reconnaissance. Reconnaissance time cards must be delivered to the control after the 2<sup>nd</sup> passage of the 1<sup>st</sup> SS reconnaissance on Wednesday, 31<sup>st</sup> July 2019 from 22h30 to 23h15.

Competitors will be issued with two reconnaissance numbers that must be fixed to the inside of the front and rear windscreens.

Should a crew's reconnaissance car be replaced for any reason, the Rally Office must be informed of the details of the replacement car.

### **Art. 9.2. Specific Regulation**

During reconnaissance, all national traffic regulation must be followed, including but not limited to the speed limits. Please note that the Special Stages will not be closed to public traffic during reconnaissance. The organiser may reduce the allowed speed individually by marking the areas in the road book and along the route. Speeding during reconnaissance and shakedown will penalise according to FIA RRSR Article 20.2. The speed check will be performed by the GPS device that will be mounted in the vehicle.

The number of passages is limited to **two** for each driver and each special stage.

No more than two persons are permitted in the car during each passage through a special stage, these persons being the driver and the co-driver of the competing crew.

Under no circumstances may competitors drive in the opposite direction of the rally traffic, unless instructed by an official of the event or the police. Competitors may only enter a special stage through the start and exit through the finish.

#### **National restrictions – speed limit**

Passenger and mixed cars without a trailer the maximum speed is:

-50 km/h in urban/built-up areas

-90 km/h on Expressways or Motorways, main routes marked "Via Expresso" or "Via Rapida" (VE and VR on maps)

-70 km/h on other public roads;

**The exceptions will be indicated by vertical signaling**

Drivers who exceed the maximum authorised speed not only incur the penalty of a fine as it can lead to a driving license suspension, according to the table below:

120,00€ - 600,00€	inside urban/built-up areas	Excessive speed above 10 km/h and up to 20 km/h	If the infraction is considered very serious, a suspension or revocation of the driver's license may apply for one month and up to 1 year
	outside urban/built-up areas	Excessive speed above 20 km/h and up to 40 km/h	
300,00€ - 1.500,00€	inside urban/built-up areas	Excessive speed above 20 km/h and up to 40 km/h	If the infraction is considered very serious, a suspension or revocation of the driver's license may apply for two months and up to 2 years
	outside urban/built-up areas	Excessive speed above 40 km/h and up to 60 km/h	
500,00€ - 2.500,00€	inside urban/built-up areas	Excessive speed above 60 km/h	If the infraction is considered very serious, a suspension or revocation of the driver's license may apply for two months and up to 2 years

The responsibility for the infraction or infractions will fall directly to its author / accused.

### Art. 9.3. Fitment of Speed control checking devices

Competitors will require installing a tracking system in their vehicles during the reconnaissance on Tuesday, 30<sup>th</sup> July between 08:30 and 09:30 hours at CIFEC.

The GPS of the reconnaissance must be returned on Wednesday 31<sup>st</sup> July 2019, during Administrative Checks, from 18h00 to 21h00 at Praça do Mar – Av. Sá Carneiro.

## Art. 10. ADMINISTRATIVE CHECKS

### Art. 10.1 Documents to be presented:

Both crews' members must report to the administrative checks with the following **original** documents:

- Entrant competition license
- Driver and Co-Driver's competition license
- Driver and Co-Driver's passport or identity cards
- Driver and Co-Driver's driving Licences
- ASN authorisation, for all foreign competitors
- Rally car Documentation
- Car owner authorisation to participate in the rally
- In the case where the competition vehicle ownership is not registered to either of the drivers, a notarised document from the owner is required, sauthorising the vehicle to participate in the 2019 edition of Rali Vinho da Madeira.
- Completion of all details on the entry form

It is compulsory to complete the Administrative Checks before Scrutineering.

**The above-indicated documents must be presented in their original form. Copies will not be accepted**

### Art. 10.2 Timetable

Wednesday, 31<sup>st</sup> July 2019 from 18:00 to 21:00 hours – Pontão Norte do Porto do Funchal

***(A detailed timetable will be published indicating the time for the administrative checks of each team)***

## **Art. 11. SCRUTINEERING, SEALING AND MARKING**

### **Art. 11.1 Timetable**

Wednesday, 31<sup>st</sup> July 2019 from 18:15 to 21:30 hours – Pontão Norte do Porto do Funchal  
*(A detailed timetable will be published indicating the time for the administrative checks of each team)*

#### **Art. 11.1.1 Scrutineering, mandatory documents**

- Cars' complete certified homologation
- SOS / OK board (DIN A3 format)

#### **Art. 11.1.2 Sealing of Turbos, Gear Boxes, Transmissions**

During Scrutineering, and in the pre-defined location at Pontão Norte do Porto do Funchal, the Sealing of Turbos, Gear Boxes, Transmissions, and respective spare parts will be carried out following the Appendix "J", Art. 254.6.1 (Group N) e Art. 255.5.1.8.3 (Group A) of the 2018 International Sporting Code. The competitors should present their vehicles and spare parts (Turbos, Gear Boxes and Differentials). Competitors are required to bring all equipment **appropriately wired and ready** to be sealed and verified.

#### **Art. 11.2 Mudflaps**

Mud flaps are authorised and must comply with Appendix "J" (Art. 252.7.7)

#### **Art. 11.3 Windows / Nets**

The use of silver or tinted films, in conformity with article 253.11 of the Appendix "J", is permitted.

#### **Art. 11.4 Driver's safety equipment**

Competitors, HANS devices and flame resistant clothing will be carried out at the time of Technical Scrutineering, by the timetable stipulated in the event programme.

#### **Art. 11.5 Noise level**

The noise level must conform with Appendix "J"

#### **Art. 11.6 Installation of Safety Tracking System**

All competition cars will be using GPS (Global Positioning System) equipment during the event (**see Appendix 7**) and at reconnaissance (**see art. 9.3**).

## **Art. 12. OTHER PROCEDURES AND REGULATIONS**

### **Art. 12.1 Ceremonial start procedures and order**

The Ceremonial Start will be on Thursday 1<sup>st</sup> of August at 17:03 hours, with Podium passage, at the People's Square (Praça do Povo, Avenida do Mar e das Comunidades Madeirenses – Funchal). All cars authorised to start the 1<sup>st</sup> Leg are required to enter at the Starting Parc Fermé, located at UMA-Madeira University, between 15:25 and 16:30 hours, on Thursday 1<sup>st</sup> of August, following the schedule in **Appendix 8**.

### **Art. 12.2 Finish procedures**

The Rally finish ceremony is on Sunday, 3<sup>rd</sup> of August 18:00 hours, passing the podium, at Praça do Povo, Avenida do Mar e das Comunidades Madeirenses - Funchal.

### **Art. 12.3 Permitted early check-in**

Early check-in is permitted on arrival at the **TC 11C, TC 11D, TC 19D and TC 19E**, crews can check-in in advance without incurring any penalty. Through the Ceremonial Arrival Ceremony/Prize Giving, competitors may need to be checked by Time Control TC 19E, without incurring any penalty.



## Art. 12.4 Special Stage Spectacle procedures and running order

The Official Start will be at CIFEC – Funchal at 16:47 hours from the Parking Lot at UMA – Universidade da Madeira.

Cars will start as per 2019 FIA Regional Rally Championships Sporting Regulations except as indicated in the following table:

Day		Section	TC	Order	Interval between cars
1	Thursday	1 <sup>st</sup>	0	Inverse	1 minute each car (for all crews including the listed as FIA Seeded Drivers)

The Start of all Special Stages will be given utilising starting lights in a **TAG Heuer Starting Clock**

- RED - stand still
- YELLOW - ready to start (-5 seconds)
- GREEN- **GO!**

### Art. 12.4.1 Special Stage Spectacle

Special Stage nº 1 of 1<sup>st</sup> Section (Avenida do Mar) will be a Special Stage Spectacle (SSS).

This Special Stage Spectacle will be under Art. 20.1.6 and 20.1.7 of the current FPAK Rally Specific Prescription.

## Art. 12.5 Special procedures and activities

Super Rally / Rally 2 will be applied under the rules governing the 2018 FIA Regional Rally Championship Sporting Regulations (art.46) – V1 European Rally Trophy and with art. 21 of FPAK Rally Specific Prescriptions.

### Art. 12.5.1 Availability of participants

Participants who park their vehicles in the Parc Fermé upon passing the finish line must remain contactable by phone (mobile) until the final classification has been posted.

### Art. 12.5.2 Classification

The official final classification will not be distributed after the event. The final classification will be published on the website on the Digital Notice Board at [www.ralivm.com](http://www.ralivm.com).

## Art. 12.6 Official time used during the rally

Official time will be GPS hour – Portuguese Time

## Art. 13. IDENTIFICATION OF OFFICIALS

- Competitor's Relations Officers - Red
- Scrutineers - Black
- Stage Commander - Red with text
- Post Chief - Blue with white stripe and text
- SS Safety Officers - Orange with white stripe and text
- Safety Marshals - Orange
- Timekeepers: - Blue
- Medical - White
- Radio - Yellow with a blue mark

## **Art. 14. PRIZES**

**The Prize-giving will take place on Podium, on Saturday the 3<sup>rd</sup> of August, at 18:00 hours.**

All classified crews are obliged to participate at the Rally Vinho Madeira 2019 prize-giving ceremony. The prize winners of the Rally must also participate in other official ceremonies.

Should prize-winners fail to turn up at the prize-giving, they shall forfeit their right to any awards (cash prizes and cups/trophies).

### **General Classification**

- 1<sup>st</sup> Cup
- 2<sup>nd</sup> Cup
- 3<sup>rd</sup> Cup
- 4<sup>th</sup> Cup
- 5<sup>th</sup> Cup

### **FIA ERT Classification**

- 1<sup>st</sup>Cup

### **Class Classification**

- 1<sup>st</sup> Cup
- 2<sup>nd</sup> Cup

### **Ladies Classification**

- One Cup

(Only female teams shall be eligible for the Lady's Classification).

**NOTE:** The Co-Drivers will receive trophies identical to those of the drivers. Monetary prizes can be added.

According to Art. 16.5 of the FPAK General Prescriptions Applicable for all Automotive and Karting Events, all participants in an event will receive a participation trophy.

Young Driver Award – who was born after 31-12-1994

Junior Driver Award – who was born after 31-12-1991

## **Art. 15. FINAL CHECKS / PROTESTS / APPEALS**

### **Art. 15.1 Final Checks**

Final Checks will take place at CIFEC, on Saturday 3<sup>rd</sup> of August at 18:10 hours, according to Stewards decisions.

Any teams required to undergo final checks must immediately follow the instruction of the marshals in charge, even if this prevents them from proceeding to one or more time controls (TC). The complete original FIA homologation form and other necessary certifications must be available for final checks. For national cars, the corresponding original ASN documents must be available.

### **Art.15.2 Protest deposit**

The International protest fee is € 1.000,00, and National is € 500,00

If the protest requires the dismantling and the reassembly of different parts of a car, the claimant must pay an additional deposit:

- a) For a protest involving one clearly defined part of the car only (engine, transmission, steering, braking system, electrical installation, bodywork, etc.) - **€ 1.000,00**
- b) When the protest involves different parts of the car - **€ 2.000,00**

The expenses incurred by the work and by the transport of the car shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld.

If the protest is unfounded, and if the expenses incurred by the protest (Scrutineering, transport, etc.) are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less than the amount of the deposit, the difference shall be returned to them.

### **Art. 15.3 Appeal deposit**

Sum for a national appeal fee (FPAK)	- € 2.500,00
Sum for an international appeal fee (FIA)	- € 6.000,00

All protests shall be lodged following the stipulations of the International Sporting Code (Article 13 et seq.).

## **Appendix 1 – ITINERARY**

**Published in separate**

## Appendix 2 – RECONNAISSANCE TIMETABLE

### Reconnaissance Tuesday 30.07.19

SS	Time	SS Km	Total SS Km (x2)	To Next SS	Total Km
SS 2 e 4	10:00 – 14:00	11,38	22,76	32,17	43,55
SS 3 e 5	10:00 – 14:00	19,08	38,16		
SS 6 e 9	14:00 – 18:00	11,37	22,74	12,62	23,99
SS 7 e 10	14:00 – 18:00	10,73	21,46	11,69	22,42
SS 8 e 11	14:00 – 18:00	10,81	21,62		

### Reconnaissance Wednesday 31.07.19

SS	Time	SS Km	Total SS Km (x2)	To Next SS	Total Km
SS 12 e 16	09:00 – 17:00	10,30	20,60	21,56	31,86
SS 13 e 17	09:00 – 17:00	8,00	16,00	25,39	33,39
SS 14 e 18	09:00 – 17:00	10,45	20,90	29,84	40,29
SS 15 e 19	09:00 – 17:00	11,37	22,74		
SS 1	22:30 – 23:15	2,18	4,36		

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

## Appendix 3 – COMPETITORS' RELATIONS OFFICERS

		
<b>Cristina Lume - 919 919 397</b>	<b>Paulo Rodrigues - 913 277 701</b>	<b>António Castro - 965 060 270</b>

Date	Time	Local
(Wed) 31 <sup>st</sup> Jul	18:30 – 21:30	Documental Verifications / Scrutineering
(Thur) 1 <sup>st</sup> Aug	09:00 – 13:00	Shakedown + Qualifying
	12:00 – 17:00	Rally Office
	17:03 – *	Start (podium) * Last Competitor
	19:40 – *	Parc Fermé * Last Competitor
	20:30 – 23:00	Rally Office

Date		Time	Local
(Fri)	2 <sup>nd</sup> Aug	08:14 – *	Start (Parc Fermé) * Last Competitor
		11:12 – *	Regrouping * Last Competitor
		14:26 – *	Regrouping * Last Competitor
		17:38 – *	Regrouping * Last Competitor
		21:46 – *	Parc Fermé * Last Competitor
		09:00 – 23:59	Rally Office
(Sat)	3 <sup>rd</sup> Aug	09:55 – *	Start (Parc Fermé) * Last Competitor
		13:36 – *	Regrouping * Last Competitor
		17:38 – *	Regrouping * Last Competitor
		17:58 – *	Arrival * Last Competitor
		09:00 – 20:30	Rally Office

## Appendix 4 – COMPETITION 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

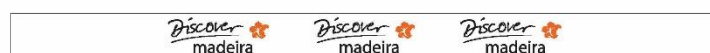
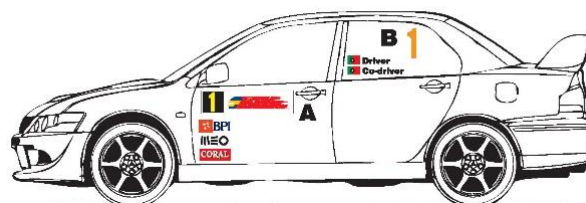
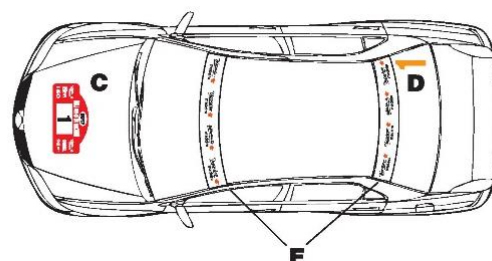
**D – Competition Number** – One (1) competition number for the rear window, to be placed on the upper right-hand side of the window (as shown in the drawing)

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

**It is forbidden to place any other advertising strip on the windscreen of the vehicle as well as on the rear window, according with article 16.7 of the International Sporting Code.**

«Windscreens and windows shall bear no advertising, except for a maximum 10 cm high strip on the upper part of the windscreen, and, provided that this does not interfere with the visibility of the Driver, a maximum 8 cm high strip on the rear window.»

**Optional Advertising** – BPI / MEO / CORAL (25 cm x 17 cm – both front doors) and Madeira Islands (as shown in the drawing)



## **Appendix 5 – EXTRACT 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, 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 with injection-moulded helmet 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 onboard system must comply with Article 5.8.6 of the FIA 8856-2000 standard.

### **3 – Frontal Head Restraint (FHR)**

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

Drivers in all International Events must wear FIA-approved FHR systems.

#### **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 Nº 33) FIA 8858 (Technical List Nº 41)	FIA 8858 (Technical List Nº 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 motorsport”, 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 6 – RADIO LICENSES

All radio-electric transmitter installations in cars are always subject to a previous authorisation 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 before the intended time of use.

Requests for authorisation 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 7 – “TRACKING / GPS” SYSTEM

### DESCRIPTION OF THE EQUIPMENT

The competitors admitted to the departure of the RALLY VINHO DA MADEIRA 2019, will be using GPS (Global Positioning System) equipment during the reconnaissance as well as during the event, the main objective safety the pilots and co-pilots.

This system developed by AMAWEB allows the organisation 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 organisation immediately of their retirement and the state of the occupants.

This communication is done by two ways, by voice allowing the organisation 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 organisation 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

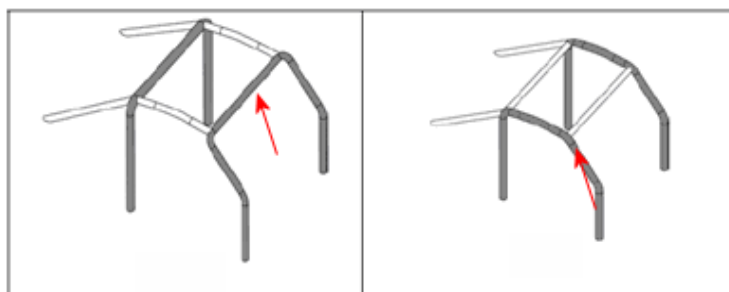
**During the delivery of documentation, the competitors** must supply a check in the value of **€ 400,00 (four hundred euro)** to serve as a security deposit. The check will be returned upon the safe return of the GPS equipment.

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 in 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 any one 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 organisation and direct themselves to the Rally Office where they must return the equipment to receive the security deposit cheque back.

## Appendix 8 – PARC FERMÉ

### Location of Parc Fermé

All Legs – UMA – Madeira University Parking Car

### Starting of Parc Fermé

All cars authorised to start the 1<sup>st</sup> LEG is required to enter at the starting Parc Fermé, located at UMA Parking Car, between 15:25 and 16:30 hours, on Thursday, 1<sup>st</sup> of August 2018, in accordance to the following schedule:

Cars #	51	a	75	↔	15:25	-	15:40	hours
Cars #	41	a	50	↔	15:41	-	15:50	hours
Cars #	31	a	40	↔	15:51	-	16:00	hours
Cars #	21	a	30	↔	16:01	-	16:10	hours
Cars #	11	a	20	↔	16:11	-	16:20	hours
Cars #	1	a	10	↔	16:21	-	16:30	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 9 – SERVICE PARK

### Location

There is one Service Park for the entire Rally. The Service Park is located at Dr. Sá Carneiro Avenue of Funchal and North Quay of Funchal Harbour.

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>. No trailer, of any type, is allowed to enter the Service Park and/or Auxiliary Park.

Competitors will be allotted servicing areas inside the Park following the 2019 FIA Regional Rally Championship Sporting Regulations.

By no later than **July 15<sup>th</sup>, 2019**, Competitors must inform the Organisers of any possible association, concerning service vehicles and with other Competitors. The lack of this information requires a free location under the criteria of the organisation.

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 organisation 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 cleared by 19:00 hours of August 3<sup>rd</sup> (Saturday). After this time, the local and marine Police will act by 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 23<sup>rd</sup> July 2019. All responses will be given until 24:00 hours after its request for clarification.

### Access time to Service Park for Service Vehicles

Wednesday, 31 <sup>st</sup> July	– from 22:30 to 23:59 hours (park mount time)
Thursday, 1 <sup>st</sup> August	– from 08:00 to 08:30 hours
Friday, 2 <sup>nd</sup> August	– from 06:45 to 07:15 hours
Saturday, 3 <sup>rd</sup> August	– from 08:00 to 08:30 hours

Any delay incurred will be penalized by a decision(s) pronounced by the Stewards of the Meeting. No vehicle will be authorised 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" Plate duly placed is obligated to pay the amount of € 1.500,00, 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 top side 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 top side of the front windscreen.
- The price of each supplementary "Auxiliary" plate is € 750,00.
- No trailer, of any type, is allowed to enter the Service Park and/or Auxiliary Park.
- A 1.500,00€ penalty will be levied to the competing team if the exchange of "Service" and/or "Auxiliary" plate(s) is detected during the event. This situation will be reported to the Stewards who may apply another type of sanctions.

## Appendix 10 – SHAKEDOWN / QUALIFYING

During Shakedown, a special Qualifying Stage will take place, mandatory for the ten (10) top drivers of the National Championship plus all FPAK/FIA priority drivers entered in the event. This stage will be run in compliance with the FPAK Article No. 16.5.2 – QUALIFYING - QUALIFYING TIME TEST (PCQ) das PER (Rally Specific Prescriptions 2019)

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 Service Park (Dr. Sá Carneiro Avenue of Funchal and North Quay of Funchal Harbour) and the Shakedown zone, along with a map of the area, indicating the reserved service and refuelling area.

Driver and co-driver must wear helmet, gloves and rally suit. Competition numbers and rally plates must be affixed in 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, 1<sup>st</sup> August 2019 from 09:00 to 13:00 hours

## Appendix 11 – 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: | <u>Penalty at the discretion of the Stewards of the Meeting</u> |

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:	€ 250,00 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 meters behind the car, 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 three following vehicles. If the crew leaves the vehicle the **OK** sign must be displayed so that it is 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. The Stewards may penalise any crew, which can, but fails to comply with this rule under 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 a 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 concerning 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. Nélio Mendonça Hospital**

**End of 2<sup>nd</sup> LEG at Dr. Nélio 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 article 12 of the International Sporting Code.