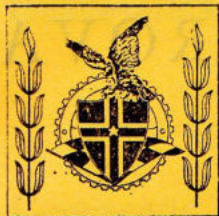


CLUB DE SPORTS DA MADEIRA

11 e 12 de Setembro







XIII Volta à Ilha da Madeira

11 e 12 - 9 - 71

Organizada por:

Club de Sports da Madeira

Com o patrocínio de:

SECRETARIADO NACIONAL DA INFORMAÇÃO
E TURISMO
GOVERNO CIVIL DO DISTRITO AUTÓNOMO
JUNTA GERAL DO DISTRITO AUTÓNOMO
DELEGAÇÃO DE TURISMO DA MADEIRA
CÂMARA MUNICIPAL DO FUNCHAL
DELEGAÇÃO DOS DESPORTOS
AUTOMÓVEL CLUB DE PORTUGAL
SACOR
CIDLA
LEACOCK & C.^a LDA.

Com a colaboração de:

Imprensa e Rádio
Bombeiros Voluntário Madeirenses
Corpo Nacional de Escutas
Governo Militar da Madeira
Junta Geral do Funchal
Polícia de Segurança Pública
Polícia de Viação e Trânsito
Circunscrição Florestal da Madeira
Correios Telégrafos e Telefones

Comissão de honra

Sua Excelência, o Senhor Secretário de Estado
da Informação e Turismo
Sua Excelência, o Governador do Distrito
Sua Excelência, o Governador Militar
Sua Excelência, o Presidente da Junta Geral
Presidente da Câmara Municipal do Funchal
Presidente da Delegação de Turismo da Madeira
Presidente da Direcção do Automóvel C. de Portugal
Delegado dos Desportos Educação F. e Saúde Escolar
Presidente da Assembleia Geral do C. S. Madeira
» da Direcção do C. S. Madeira
» do Conselho Fiscal do C. S. Madeira

ORGANIZAÇÃO DA PROVA

Director da Prova — DR. ANTÓNIO COSTA MAIA

Adjuntos da Direcção — LUÍS J. H. FREITAS
VASCO LOJA

Secretário Geral — MIGUEL KLUT

Comissário Geral — ENG.º JORGE MACEDO

Comissários Desportivos — ENG.º RAFAEL COSTA
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AUGUSTO FERNANDES LUÍS
ANTÓNIO DE JESUS PEREIRA
ERNESTO LOPES SERRÃO

Comissão Técnica de Verificação — ENG.º HUGO AMARAL
ENG.º JORGE DE CASTRO
CARLOS ALBERTO PESTANA

Adjunto da Secretaria — RICARDO CUNHA

Comissário de Cronometragem — JOÃO GONÇALVES BORGES

Colaboração especial da equipa de cronometragem do
AUTOMÓVEL CLUBE DE PORTUGAL, dirigida pelo PROF. DR.
FERNANDO VEIGA DE OLIVEIRA.

Comissários de Cálculo

- Manuel Vilhena Andrade
- José A. Brandão Luis

Comissário chefe dos serviços de saúde

- Dr. João de Lemos Gomes

Equipas de controle

Soveral Ferreira
Alberto João Jardim
Tito Aguiar
Virgílio Teixeira
Emídio Loja
Rui Gualtério dos Santos
Arnaldo Freitas Branco
Jorge Figueira
Alexandre Agrela
Eurico Lomelino
Aleixo Pereira Camacho
Romano Gabriel Caldeira
Egídio Camacho
Daniel Vieira
João A. Ribeiro Pereira
Juvenal Martins
Emílio Tavares
Romano Caldeira Silva
José Morna Freitas
Carlos Alberto Teixeira
Duarte Caldeira
Luís Eugénio Araújo
António Fernandes Órfão
Sidónio Fernandes
Manuel Isidoro Nunes

Serviços auxiliares

- Corpo Nacional de Escutas
- Bombeiros Voluntários Madeirenses

Equipamento (material)

- Luís Pires

Telecomunicações

- Governo Militar da Madeira
- Estação Rádio da Madeira
- Dr. Brito Gomes (Canavial)
- Emissor Regional do Arquipélago da Madeira

HISTORIAL DAS «VOLTAS À ILHA DA MADEIRA»

1.^a VOLTA — 19 de Junho de 1959

Percurso de 195 km à média de 36 km/h.
Partiram 89 concorrentes e desistiram 8

- 1.º José Bernardino Lampreia (MGA)
- 2.º José Manuel Mendes Pereira (Triumph TR3)
- 3.º Jorge Valle Féria (Triumph TR3)

2.^a VOLTA — 19 de Junho de 1960

Percurso de 197 km à média de 40 km/h.
Partiram 89 concorrentes, desistiram 18

- 1.º Horácio Macedo (Mercedes 300 SL)
- 2.º Fernando Basílio dos Santos (Mercedes 300 SL)
- 3.º José Maria Delgado Miguéis (Triumph TR3)

3.^a VOLTA — 18 de Junho de 1961

Percurso de 257 km à média de 40 km/h.
Partiram 46 concorrentes e desistiram 8

- 1.º António F. Peixinho (Alfo Romeo)
- 2.º António Guilherme Amaral (Citroen ID)
- 3.º José Maria Delgado Miguéis (Triumph TR3)

4.^a VOLTA — 1 de Julho de 1962

Percurso de 326 km às médias de 40, 45 e 48 km/h.
Partiram 54 concorrentes e desistiram 16

- 1.º Horácio Macedo (Ferrari)
- 2.º Manuel Lopes Gião (Austin Cooper)
- 3.º José Baptista dos Santos (Alfa Romeo GTI)

5.^a VOLTA — 7 de Julho de 1963

Perc. de 330 km às médias de 42, 45, 47 e 50 km/h.
Partiram 32 concorrentes e desistiram 5

- 1.º Horácio Macedo (Ferrari)
- 2.º José Baptista dos Santos (Morris Cooper)
- 3.º Robert T. Waid (Austin Cooper)

6.^a VOLTA — 4 e 5 de Julho de 1964

Percurso de 427 km às médias de 46, 48 e 50 km/h.
Partiram 32 concorrentes e desistiram 5

- 1.º Fernando Basílio dos Santos (Porsche Sc)
- 2.º Arq. Rui Goes Ferreira (Fiat 1500)
- 3.º Alfredo César Torres (Austin Cooper)

7.^a VOLTA — 26 e 27 de Junho de 1965

Percurso de 425 km à média de 48 km/h.
Partiram 32 concorrentes e desistiram 7

- 1.^o Zeca Cunha (Triumph TR4)
- 2.^o Fernando Basílio dos Santos (Porsche 1600)
- 3.^o Alfredo César Torres (Austin Cooper S)

8.^a VOLTA — 22 de Maio de 1966

Percurso de 218 km (regul.) à média de 48 km/h.
Partiram 21 concorrentes e desistiram 6

- 1.^o António Sarmiento Rebelo (NSU Prinz 1000)
- 2.^o Avelino Câmara (MGA)
- 3.^o José Maria Delgado Miguéis (Opel Kadet)

9.^a VOLTA — 20 e 21 de Maio de 1967

Percurso de 940 km às médias de 50 e 60 km/h.
Partiram 27 concorrentes e desistiram 15

- 1.^o Jean-Pierre Nicolas (Renault R8 1300)
- 2.^o José Bernardino Lampreia (Renault R8 1300)
- 3.^o Américo da Silva Nunes (Porsche 911-S)

10.^a VOLTA — 7 e 8 de Setembro de 1968

Percurso de 920 km às médias de 50 e 60 km/h.
Partiram 29 concorrentes e desistiram 24

- 1.^o Américo da Silva Nunes (Porsche 911-S)
- 2.^o Eng.^o Heitor de Moraes (Morris Cooper-S)
- 3.^o José Bernardino Lampreia (Renault R8 1300)

11.^a VOLTA — 20 e 21 de Setembro de 1969

Percurso de 900 km às médias de 50 e 60 km/h.
Partiram 27 concorrentes.

Único class. — Américo da S. Nunes (Porsche 911-S)

12.^a VOLTA — 12 e 13 de Setembro de 1970

Percurso de 846 km às médias de 50 e 60 km/h.
Partiram 30 concorrentes

- 1.^o Américo da Silva Nunes (Porsche 911-S)
- 2.^o Luís Neto (Austin Cooper S)
- 3.^o Chico Santos (Ford Escort T.C.)

MAPA GERAL HORÁRIO

CARTE HORAIRE GÉNÉRALE

GENERAL CHART — TIME

1.ª etapa

1 ère étape

1st stretch

DISTÂNCIA: 423,5

TEMPO: 8 h 15 m

Médias: 30, 50 e 60 Kms/h

Localidades	Distâncias	Horas	Obs.
Funchal (C.S.M.)		00.01	11/9
Bom Sucesso	4	00.09	Média 30 Km/h
Palheiro Ferreiro	4,1	00.13	Média 60 Km/h
1.ª Prova Especial de Classificação — 16,7 kms.		Início	
Neutralização — 10 minutos		00.15	
Areeiro	—	00.45	
Poiso	—	00.47	
E. F. Carreiras	—	00.54	
Camacha	—	00.56	
Estr. Flor. Santo-Poiso	—	01.05	
Poiso	27,8	01.13	
Degolada	16,3	01.28	
Machico	—	01.48	
Canigo	35,3	02.04	
Estr. Abel Vieira	—	02.08	
Funchal (Chão da Loba)	11,3	02.15	Média 30 Km/h
Funchal (C.S.M.)	—	02.22	
Funchal (Ribeiro Seco)	4,2	02.25	Média 60 Km/h
Ribeira Brava	29,0	02.54	
Encumeada	—	03.06	
S. Vicente	24,4	03.18	
Porto Moniz	—	03.33	
Ribeira Brava	84,7	04.42	
Serra d'Água	9,4	04.51	
2.ª Prova Especial de Classificação — 9,9 kms.		Início	
Neutralização — 10 minutos		04.55	
Rosário	—	05.15	
S. Vicente	5,0	05.20	
Santana	34,0	05.54	Média 50 Km/h
Degolada	7,3	06.02	
Poiso	16,3	06.22	
E. Areeiro	—	06.25	
Chão da Lagoa	—	06.32	
E. Pretos	—	06.44	
Estr. Carreiras	22,1	06.47	
3.ª Prova Especial de Classificação — 6 kms.		Início	
Neutralização — 10 minutos		06.55	
Poiso	—	07.10	
Estr. Flor. Santo-Poiso	7,4	07.20	
Portela	6,7	07.28	
Fonte Sto. António	—	07.32	
Santo da Serra	—	07.34	
Aeroporto	13,4	07.43	
Gaula	—	07.49	
Camacha	—	08.01	
Estr. Abel Vieira	19,8	08.07	
Funchal (Chão da Loba)	7,8	08.16	

XIIIª VOLTA À MADEIRA

1ª ETAPA

423,5 KM.

MÉDIAS — 60 Km.H. E 50 Km.h



2.ª etapa

2 éme étape

2nd stretch

DISTÂNCIA: 321,0

TEMPO: 7 h 23 m

Médias: 30 e 50 Kms/h

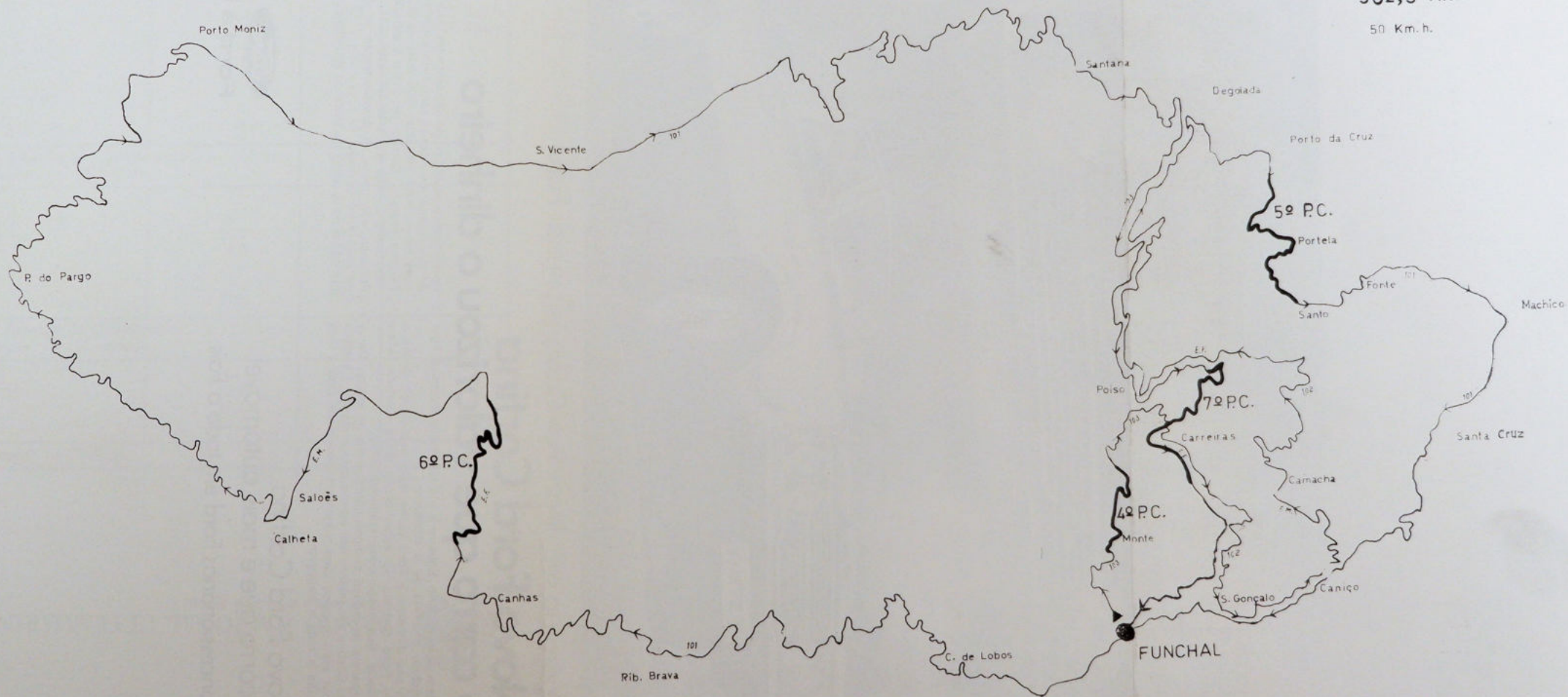
Localidades	Distâncias	Horas	Obs.
Funchal (C.S.M.) Monte	000 6	12.00 12.12	Média 30 Km/h
4.ª Prova Especial de Classificação Neutralização — 10 minutos	— 4 kms.	Início 12.15	
Ribeira das Cales Est. Flor. Carreiras S. Gonçalo Canigo Est. Abel Vieira Camacha Est. Flor. Santo-Poiso Poiso Degolada Porto da Cruz	— 10,0 — 11,4 4,4 — — 17,8 16,3 5,6	12.30 12.42 12.49 12.56 13.01 13.02 13.13 13.22 13.40 13.47	Média 50 Km/h
5.ª Prova Especial de Classificação Neutralização — 10 minutos	— 8,1 kms.	Início 13.50	
Santo da Serra Fonte Sto. António Funchal (Chão da Loba) Funchal (Ribeiro Seco) Ribeira Brava Canhas	— — 32,2 4,0 — 42,9	14.10 14.15 14.50 14.58 15.33 15.48	Média 30 Km/h Média 50 Km/h
6.ª Prova Especial de Classificação Neutralização — 10 minutos	— 8,5 kms.	Início 15.55	
Paul da Serra Calheta Porto Moniz Arco de S. Jorge Santana Degolada Poiso	— 10,0 — — — 99,0 16,3	16.15 16.27 17.07 17.57 18.17 18.27 18.48	
7.ª Prova Especial de Classificação	— 6,0 kms.	Início 18.55	
Funchal (C.S.M.)	18,5	19.23	

XIIIª VOLTA A MADEIRA

2ª ETAPA

302,5 Km.

50 Km.h.



3.ª etapa

3 éme étape

3rd stretch

DISTÂNCIA: 440,0

TEMPO: 9 h 33 m

Médias: 30, 50 e 60 Kms/h

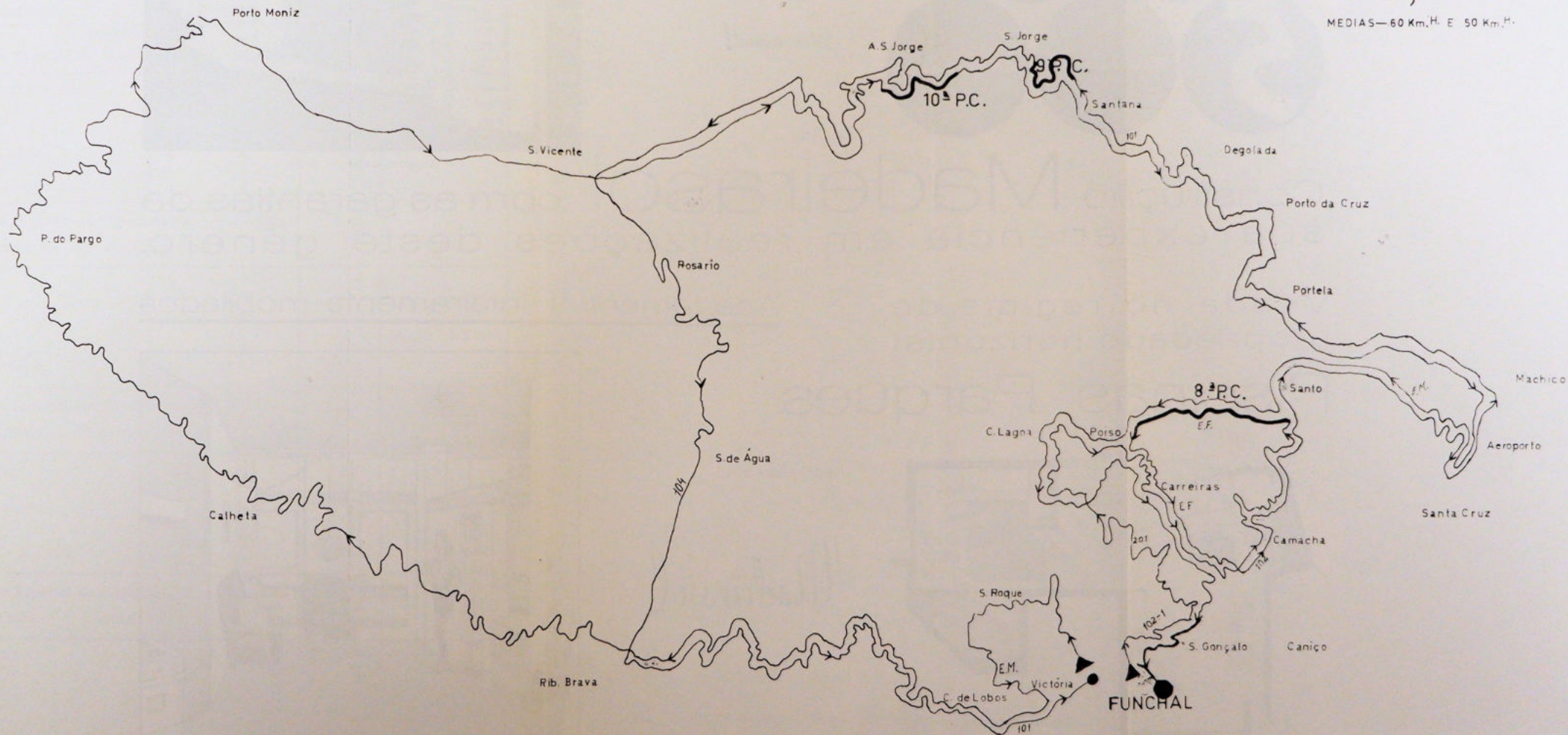
Localidades	Distâncias	Horas	Obs.
Funchal (C.S.M.)	000	22.00	11/9
Boa Nova	4,0	22.08	Média 30 Km/h
Est. Pretos	2,9	22.21	Média 60 Km/h
Ribeira das Cales	—	—	
Chão da Lagoa	7,9	22.29	
Poiso	—	—	
Est. Flor. Carreiras	—	—	
Camacha	—	—	
Est. Flor. Santo-Poiso	20,8	22.50	
8.ª Prova Especial de Classificação — 7,0 kms. Neutralização — 10 minutos		Início 22.55	
Poiso	—	23.15	
Est. Flor. Carreiras	—	—	
Santo da Serra	20,3	23.35	
Aeroporto	8,0	23.44	
Machico	—	—	
Santana	—	—	
Ribeira de S. Jorge	37,5	00.21	
9.ª Prova Especial de Classificação — 2,8 kms. Neutralização — 10 minutos		Início 00.25	
São Jorge	—	00.40	
São Vicente	25,8	01.06	
Ribeira Brava	24,4	01.30	
Funchal (C.S.M.)	30,0	02.00	
Neutralização — 01.00 H.			
Funchal (C.S.M.)	—	03.00	12/9
EN 103	6,0	—	Média 60 Km/h
S. Roque	—	—	
Pico dos Barcelos	8,0	03.14	
S. Martinho	—	—	
Câmara de Lobos	—	03.20	
Ribeira Brava	—	03.41	
Porto Moniz	—	04.50	
S. Vicente	—	05.06	
Arco de S. Jorge	129,3	05.23	
10.ª Prova Especial de Classificação — 3,5 kms. Neutralização — 5 minutos		Início 05.30	
Arco de S. Jorge	—	05.45	
Santana	—	—	
Porto da Cruz	—	—	
Machico	40,0	—	Média 50 Km/h
Aeroporto	—	06.26	
Santo da Serra	13,6	—	
Est. Flor. Santo-Poiso	—	06.38	
Poiso	10,0	—	
E. Areeiro	—	07.01	
Est. Flor. Chão da Lagoa	—	—	
Ribeira das Cales	8,2	—	
Est. Flor. Carreiras	9,4	07.11	
Boa Nova	6,7	—	Média 30 Km/h
Funchal (C.S.M.)	4,0	07.33	

XIIIª VOLTA À MADEIRA

3ª ETAPA

441,1 KM

MEDIAS—60 Km.H. E 50 Km.H.



4.ª etapa

4 éme étape

4th stretch

DISTÂNCIA: 335,4

TEMPO: 7 h 33 m

Médias: 30 e 50 Kms/h

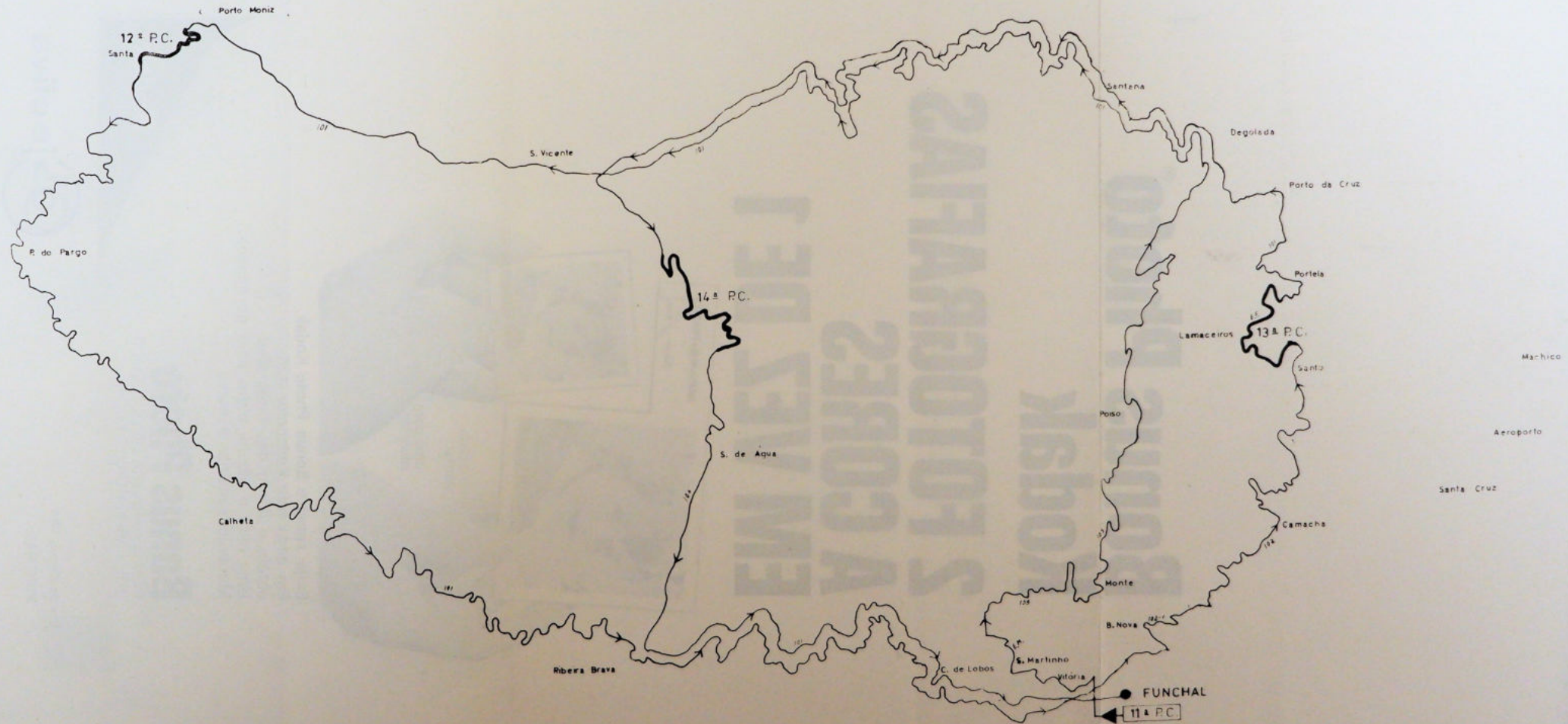
Localidades	Distâncias	Horas	Obs.
PARTIDA			
11.ª Prova Especial de Classificação — 1,5 kms.		Início 13.30	
Rua Carvalho Araújo	—	—	Média 30 Km/h
Rua Dr. Pita	—	—	Média 50 Km/h
S. Martinho	5,0	13.45	
S. Roque	—	—	
EN 103 — Km 1,3	9,0	13.56	
Degolada	27,5	14.29	
EN 101 — Porto Moniz	57,0	15.37	
12.ª Prova Especial de Classificação — 4,0 kms.		Início 15.40	
Neutralização — 10 minutos			
Santa	1	15.55	
Funchal (Ribeiro Seco)	93,4	17.47	Média 30 Km/h
Funchal (C.S.M.)	2,0	17.50	
EN 102-1	4,0	17.58	Média 50 Km/h
EN 102 — Km 2,1	3,3	18.02	
Santo da Serra	16,8	18.22	
13.ª Prova Especial de Classificação — 5,0 kms.		Início 18.25	
Neutralização — 10 minutos			
Lamaceiros	2,0	18.40	
Portela	—	18.42	
Porto da Cruz	—	18.49	
Santana	—	19.03	
S. Vicente	51,6	19.42	
Rosário — Km 19,8	4,6	19.50	
14.ª Prova Especial de Classificação — 6,4 kms.		Início 19.54	
Neutralização — 5 minutos			
Encumeada	—	20.10	
Ribeira Brava	12,6	20.25	
Funchal (Ribeiro Seco)	29,0	21.00	Média 30 Km/h
Funchal (C.S.M.)	1,2	21.03	

XIIIª VOLTA À MADEIRA

4ª ETAPA

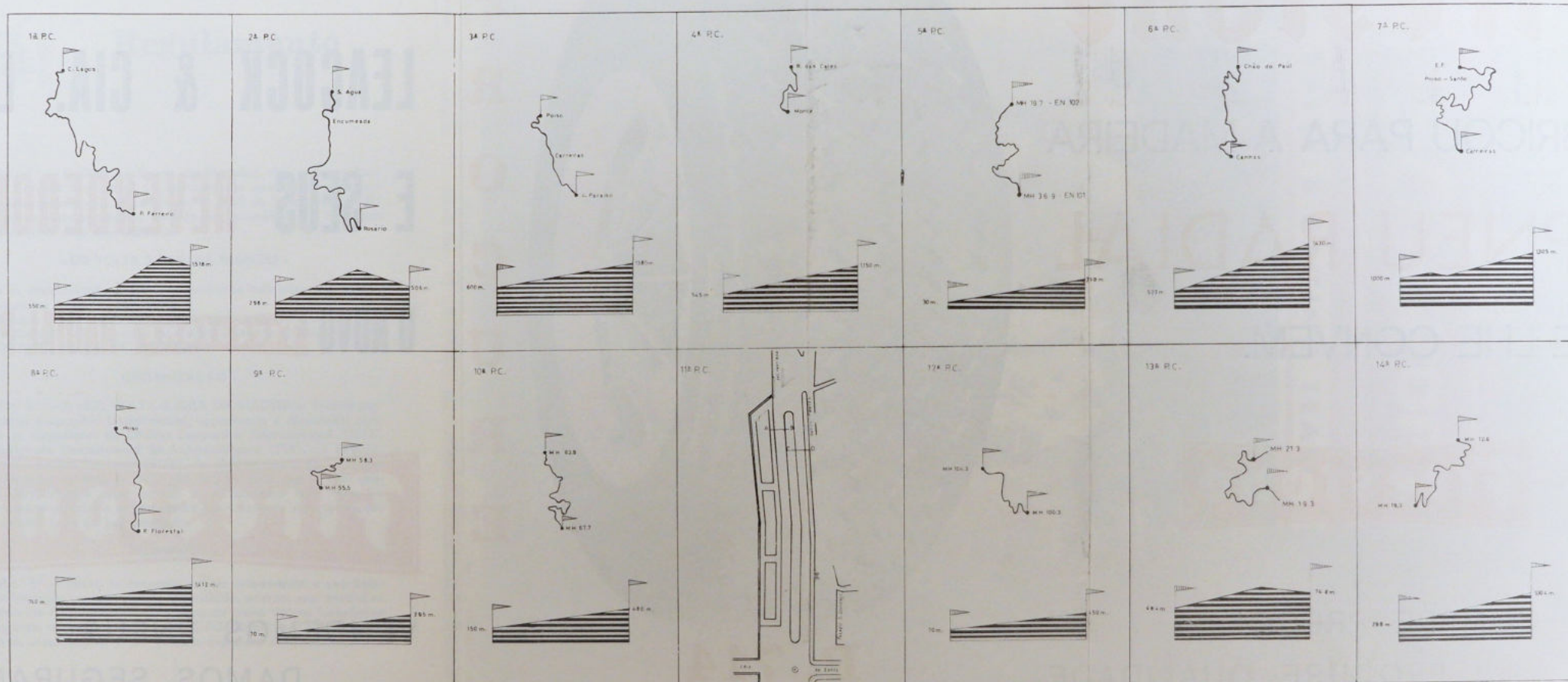
335,4 Km.

MÉDIA 50 Km. H.



XIII^a VOLTA À MADEIRA

PROVAS DE CLASSIFICAÇÃO





Regulations

Article 1 — CLUB SPORTS DA MADEIRA, Avenida Arriaga N.º 43, is organising on the 11th-12th September 1971 a Rally inscribed on the F.I.A. calendar with approximately 1502 kms entitled

«XIII TOUR OF MADEIRA ISLAND»

which will be held in the areas indicated in diagrams annexed to this regulations.

§ 1 — This event counts for the portuguese 1971 rally championship and so is specially subsidised by the Automóvel Club de Portugal.

ORGANIZATION

Article 2 — The «XIII TOUR OF MADEIRA ISLAND» is an international event, held under the International Sport Code of F.I.A., the «Regulamento Desportivo Nacional» (R.D.N.), «Regulamento do Campeonato Nacional de Rallis 1971» (R.C.N.R.) and will be directed by the existing Regulations which competitors will have strictly to follow, by the simple fact of their enrollment therein.

JURISDICTION

Article 3 — All the participants, on submitting their entry-form, correctly filled in, accept without reservations the present regulations, recognising the sole jurisdictions established by I.S.C., R.D.N. and undertake not to present their controversies or appeal to any sporting jurisdictions or like wise, not down by the I.S.C., of F.I.A.

Article 4 — The Organization reserves the rights of adding to the present Regulations all modifications they see necessary and to postpone the contest should they be compelled to do so. (Article 60 of the I.S.C. and Article 64 of the R.D.N.).

Article 5 — In case of any argument over the interpretation of the present regulations, the Portuguese text will be recognised as valid.

Article 6 — The Organization does not accept responsibility for any accident that might occur or be caused by the participants during the duration of the contest or for any infringement of the Law, the consequences of which will be borne by participants alone.

Article 7 — All the ordinances or additions which the Organization will decide to publish concerning the application of the present regulations will be circulated to all participants, with the approval of the competent authority.

§ 1 — All additions will be as well as these Regulations.

Article 8 — Any situation unforeseen arising from the present regulations will be solved by the Jury, in according with the I.S.C., R.D.N. and R.C.N.R.

PUBLICITY

Article 9 — The distribution of any articles for advertising purposes will not be allowed, except with the previous written consent of the organization; however, all participating vehicles may wear any advertising inscriptions not exceeding 10 dm², each one, provided that these are located at a distance of at least 25 centimeters from the identification numbers. Also, the competitor's and driver's costumes may wear advertising inscriptions.

Article 10 — The Organization will not allow any publicity to details other than those indicated on the official results.

§ 1 — Accordingly, no publicity may be given to the results before these have been published, and no mention may be made, under any pretext, of details not included on the official classifications.

§ 2 — Sanctions will be applied against the originators of any publicity that may create doubts in the public mind and the application of such sanctions will be requested to the A.C.N. and the F.I.A.

INSURANCE FOR THE CONTEST

Article 11 — The participants should be fully covered by a special insurance for sporting events — civil responsibility — valid for damages caused, for 3rd party accidents, with a minimum of Esc. 200.000\$00.

Article 12 — The «Clube Sports da Madeira» has a contract with an Insurance Company to insure any competitors who so desire, the respective premium not being included in the registration fee.

§ 1 — This insurance will take effect as from September 11th

1971 from the moment of departure and will terminate when the vehicle enters the closed park, after the complementary test.

§ 2 — The Insurance will immediately cancelled if the contest is abandoned, or the participant disqualified.

§ 3 — In the event of an accident, the participant or his representative will immediately make a written report and hand it to the Sporting Commission.

§ 4 — In the application, the date, place and circumstances of the accident must be recorded as well as the names and addresses of witnesses.

ROAD CODE

Article 13 — During the XIII TOUR OF MADEIRA ISLAND the participants should ensure that the ordinances of the «Road Code» and the «Municipal Ordinances» of the localities they will be passing through are adhered to throughout the contest.

§ 1 — All participants not adhering to this by-law will suffer the necessary sancitons (Article 54, m).

ENTRIES

Article 14 — The applications for entering the XIII Tour must be received at the headquarters of the «Club Sports da Madeira», Avenida Arriaga, 43 — Funchal or at the headquarters of the «Automóvel Club de Portugal», Rua Rosa Araújo, 24 — Lisboa, not later than 22.00 hours, on September 3rd 1971.

§ 1 — Registrations sent by and postmarked not later than September 3th will be accepted by the Organization.

Article 15 — Entry fees, not including the insurance premium are as follows:

Members of the C. S. Madeira	750\$00
Non-members	1 500\$00
Ladies	500\$00

§ 1 — Entries are to be made in the names of the two drivers forming the team. Names and surnames should be indicated showing in the first place the name of the main driver.

§ 2 — Entries will only be refunded in the event of a refused entry or the contest cancelled.

§ 3 — Only those members who have been admitted before the 1st January 1971 can make use of special rates for the Club members.

§ 4 — Special fee for «ladies», are only valid for those cars having exclusively feminine drivers and are declared as such in the entry form.

§ 5 — Participants may represent any club, entering on their application form their club membership number and accompanied

by a written authorisation from the club concerned.

§ 6 — Entries of teams are not taxed.

Article 16 — In order to be valid entry applications must be submitted on the official authorised form. This form must be completely filled in, accompanied by the entry fee and signed by the two participants.

§ 1 — Participants must indicate on their entry form the category in which their vehicle are to be included.

§ 2 — All omissions or false declarations made in respect of the characteristics of motor vehicles will institute immediate disqualification of the applicant. Severe sanctions will apply in accordance with I.S.C. (Article 73).

§ 3 — The enlisted participants in the National Rally Championship must indicate, in the inscription bulletin, first their name and a declaration, that they promise to take part in all classification tests in accordance with article 15 of R.C.N.R.

Article 17 — In case a motor vehicle does not belong to a participant, a letter of authorisation of the rightful owner must accompany the application when applying for registration. Without this letter of authorisation the subscription will be invalid.

Article 18 — After the closing entry date, the vehicle registered by similar vehicle of the same category and class if it has been proved that the change was unavoidable.

Article 19 — In accordance with Article 74 of the I.S.C., the Organization reserves the right to refuse any entry without having to disclose the reasons for this refusal. However this will have to be communicated to the competition 48 hours after the entry is received, except in the cases foreseen in Art. 17, 18 and 19th of the R.C.N.R.

PARTICIPANTS AND DRIVERS

Article 20 — Any person of either sex, members or non-members of C. S. Madeira may participate in the contest holding that he or she possesses a current driving licence, and the competition licences.

Article 21 — Each vehicle must be conducted by two drivers remaining together for the whole of the road competition.

Article 22 — The transport of passengers is not permitted under any circumstances. Breaking of the rules implies immediate disqualification, except in the cases foreseen in Article 60 of the Road Code.

LICENCES

Article 23 — All participants and drivers must be in possession of their respective international competition licences issued by A.C.P. and their A.C.N. valid for the year 1971.

§ 1 — Competition licences, as well as driving licences of the participants, must be readily available throughout the event for inspection.

§ 2 — No participant may start on the competition without having adhered to this.

§ 3 — Participants or drivers in possession of licences with a professional name duly registered and authorised, must so indicate on the entry form, in accordance with Article 118 of the I.S.C.

VEHICLES ADMITTED

Article 24 — All vehicles admitted for the XIII TOUR OF MADEIRA ISLAND must satisfy the conditions defined for category A and B by Appendix J of the International Sporting Code.

§ 1 — All vehicles must be of a model confirmed by F.I.A. till 15th August, 1971.

§ 2 — In accordance with Appendix J of the I.S.C., all cars admitted to the competition will be divided into the following groups:

PRODUCTION TOURING CARS	(Group 1)
SPECIAL TOURING CARS	(Group 2)
GRAND TOURING CARS, SPORTS CARS AND PROTOTYPE CARS	(Groups 3, 4, 5 and 6)

§ 3 — Each of these Groups will be divided into Classes, as follows:

GROUP I

1st class — capacity up to 1 000 cc
2nd » — capacity above 1 000 and up to 1 300 cc
3rd » — capacity above 1 300 and up to 1 600 cc
4th » — capacity above 1 600 cc

GROUP II

5th class — capacity up to 1 300 cc
6th » — capacity above 1 300 cc

GROUPS III, IV, V AND VI

7th class — capacity up to 1 300 cc
8th » — capacity above 1 600 cc

§ 4 — The participation of industrial vehicles, as well as that of vehicles with more than six (6) places or with a publicity purpose, will not be accepted.

§ 5 — The organization authorides the use of a sunp-guard in all vehicles.

PROTECTION AGAINST FIRE-STARTER MOTOR AND SPARE WHEELS — SAFETY BELTS AND CRASH HELMETS

Article 25 — All cars must have an efficient protection between the engine compartment and the driver seat, to prevent the direct propagation of flames in case of fire.

§ 1 — Throughout the competition each car must be equipped with a fire extinguisher with minimum capacity of one liter in good working order.

Article 26 — It is compulsory for all cars to have a starter motor in good working order.

Article 27 — Any competitor who so desires may with him more than one spare wheel, which however in no case may be carried inside the vehicle, on the places intended for passengers, whether or not these are occupied, under penalty of exclusion.

Article 28 — During execution of classification tests, the use of crash helmet by all occupants of the vehicle is compulsory under penalty of exclusion.

§ 1 — Although without compulsory character, the Organization recomends that all occupants of the vehicles wear crash helmets and safety belts throughout the competition.

IDENTIFICATION OF VEHICLES AND DRIVERS

Article 29 — Participants competition numbers will be the result of a ballot held at 21,00 hours on 7th September 1971 at the Head Office in presence of participants or their representatives.

§ 1 — The ballot will be realize by groups and in the decreasing order, having the Grande Tourism and Sport groups in the 1st places.

Article 30 — After the ballot each participant will be given two identification plates with the number allocated to him by the ballot.

§ 1 — These plates must be affixed to the vehicles on the front and on the rear, placed vertically and in a place where they can easily be seen during the whole contest.

§ 2 — Identification numbers are essential and they must have the minimum dimensions of 35 cm in and 7 cm in width on both sides of the vehicle. in a colour that contrast with that of the car.

VERIFICATION

Article 31 — No team can participate in the competition without having previonsly submitted the vehicles and documents to the «Technical Verification Committee».

§ 1 — The verification operations will be held at a time, day and place, of which the participants will be notified in due time.

§ 2 — Participants who fail to hand in their documents to the Technical Verification Committee at the stated time have to pay an additional fee of 250\$00.

Article 32 — Verification of documents will be undertaken against the entry forms who confirm the declarations of the participants.

§ 1 — Documents to be handed in, are as follows:

- a) Identification of the participants and drivers
- b) Driving Licences
- c) Participants competition licences
- d) Drivers competition licences
- e) Log Book
- f) Insurance policy
- g) Homologation file.

Article 33 — On arrival at Funchal participants will proceed with their cars to the «Parc Fermé» to undergo a technical verification in the presence of one of the drivers.

Article 34 — After having made the technical verification, the Organization reserves the right to consider one or more vehicles at their disposal, to a more complete further verification.

§ 1 — The Organization reserves the right to proceed to this verification at any vehicle, if the results obtained by this, do not appear to be in accordance with the indications on the registration form and the confirmation slip.

§ 2 — If after this verification, it is confirmed that the characteristics of the vehicle, are not in accordance with those indicated on the entry form and on the Homologation File, all costs incurred will be borne by the participant.

§ 3 — This verification will be made in the presence of the participant. In case the participant does not show up at the appointed time it will be considered as a refusal to assist and the verification done without his presence.

COMPOSITION OF CONTEST

Article 35 — The «XIII TOUR OF MADEIRA» which begins on the 11th September includes:

- a) A road competition, which, includes 1502 km of common itinerary divided into 4 stretches.
- b) 14 classification tests.

Article 36 — The road test will begin at the C.S.M., Funchal at 00,01 hours on the 11th September 1971, with two minutes inter-

vals between each competitor and according to the competition numerical order.

§ 1 — Departure to the other stretches will be given in local, time and day indicated on the map indexes and on the control booklets. In meantime, in case there are any gaps in the sequence of the participants, the Organization may, though respecting the natural order of numbers, authorize the start of the cars, without interruption.

§ 2 — Participants who are late will be considered as having departed at the original time of their departure.

§ 3 However, a delay of more than 5 minutes will imply the disqualification of the participant.

§ 4 — Once the official departure time is given, no reason can be evoked to have it cancelled.

§ 5 — The official time will be broadcasted by «Estação Rádio da Madeira» which gives the timing sound (bip) every minute.

ROAD TEST

Article 37 — The XIII TOUR OF MADEIRA will take place over approximately 1502 km common itinerary, and divided into 4 stretches.

§ 1 — The participants must rigorously adhere to the official itineraries indicated on the maps in the appendix, or suffer disqualification.

§ 2 — The kilometric distances mentioned on the official itineraries handed to be participants and on the maps of control will be the only ones considered valid.

Article 38 — The road test will be disputed at the following average speeds:

- a) 30 km/h — crossing Funchal
- b) 50 km/h — in the period between 06.00 a.m. and 09.00 p.m.
- c) 60 km/h — between 09.00 p.m. 06.00 a.m.

§ 1 — The Organization will not compensate for delays due to diversions of the itineraries such as road works, land falls or any other obstructions.

Article 39 — During the entire competition vehicles must operate under their own power, being considered as such, the participant and the driver.

§ 1 — Nevertheless, should a vehicle leave the road accidentally, it may be towed, provided that the towing is limited to its repositioning on the road.

CONTROL BOOKLETS

Article 40 — All competitors will receive, at start of each lap,

a control booklet in which the following indications will be shown:

- a) Departure time for the Road Test;
- b) Location of the speed-and passage-checking points;
- c) Time schedule (in hours and minutes) and distances between speed-checking points;
- d) Location of the sites for the Classification Tests.
- e) Spaces intended for the traffic officers to note down any violation of the Road Code, Municipal Ordonances, with indication of the place, the time and the date of the event.

§ 1 — No claims will be accepted in respect of the departure or passage times shown on the control booklets.

§ 2 — All participants must have their booklets visaed in all places and in the sequence shown on them.

§ 3 — The non-presentation of the control booklet, the lack of one visa or its falsification will mean the exclusion of the participant.

§ 4 — Before leave any cheking point the participants will must verify the hours, minutes and seconds registered on their control booklet that is given back to them; if the control booklet is their own, because the participants only, will be the responsables for every mistake, that can be reported latter.

§ 5 — Is allowed to the participants, to do any annotation on the control booklets. The non accordanco with this will be penalised.

§ 6 — In the event of withdrawal or exclusion of the participants, his control booklet must be surrendered to the nearest Official, and the identification plates must be at once removed from the vehicle.

CHECKING POINTS

Article 41 — All participants must, under penalty of exclusion, have their passage duly cotroled in the places shown on their control booklets, to which all vehicles must report with both drivers on board.

§ 1 — The C. S. Madeira reserves the right to abstain from setting up all speed-or passage-checking points shown on the control booklets without having to notify the competitors. Accordingly, if in one of the places indicated fo the purpose there is no checking point, the participants are to consider the previous course attached to the next one, adding up the respective official times.

§ 2 — Except when otherwise decided by the sporting commissioners, by reasons of force majeure or for safety considerations, the controllers may not allow any modification to these Rules, nor may thay authenticate any document submitted to them in replacement of a lost control booklet.

§ 4 — It is totally forbidden to any participant to hinder the work at the checking points, or there to give rise to any discussion; he shall instead follow the instructions that he will receive from the officers.

PASSAGE CHECKING POINTS

Article 42 — The purpose of the passage-checking (C.P.) is to verify the execution of the official itineraries, and there is no present time of reporting to them.

§ 1 — If the Organization so decides, additional passage-checking points may be set up, besides those shown on the control booklet, and they will be identified by a «Control» plate. The lack of a visa from a C. P., even though this may have been eventually set up, implies the exclusion of the participant.

PASSAGE TIME-CHECKING POINTS

Article 43 — The passage time-checking points (C.H.P.) are destined to check the average speeds.

Article 44 — The competitors may report at the time-checking points within his minute without incurring in any penalty.

The following is an example of the operation of the time-checking points; if a competitor's appointed time of arrival to a checking point is 10 hours 20 minutes, he may report to that checking point, without incurring in any penalty, from 10 hours 20 minutes until 10 hours 20 minutes 59 seconds. Therefore, if the appointed time of arrival will be 10 hours 21 minutes the participant will be penalized. The times shown on the control booklets (in hours, minutes and seconds) to the time written on the booklet, also in hours and minutes, rejecting the seconds, which will count only for penalty purposes.

Article 45 — The time-checking points open 15 min. before the arrival of the first participant and close:

- a) 15 mins. after the passage of the last participant in the competition on the second and forth stretches.
- b) On the first and third stretches, 30 mins. in the same previous conditions.

§ 1 — Penalties are considered in relation to the timing of each participant. Outside the control limit, already given, the participant must be considered eliminated.

§ 2 — The Organization reserves the right of increasing these tolerances, notifying the competitors before the start of the stretch or stretches in which this happens.

§ 3 — The road timing contests are calculated between the successive time controls. Therefore, the control booklet will only

indicate the distances between the controls and the timings corresponding to those distances.

§ 4 — So as not have new penalties imposed upon participants, delays or advances, must be verified on the time controls until the end of the stretch.

§ 5 — The moment a participant, at any time-checking point, finds he is in excess of 30 minutes on the 1st and 3rd stretches and 15 minutes on the 2nd and 4th stretches, is, ipso facto, disqualified.

Article 46 — The organization reserves the right to change a checking-time point (C.H.P.) in a passage-checking point without due notice to the intending participants.

§ 1 — In this case the passage-checking points will be indicated as time-checking points.

§ 2 — Should such an occasion arise, participants will add the distance between the two points and add the official times too.

AVERAGE SPEED-CHECKING POINTS

Article 47 — To prevent the competitors from exceeding too much the imposed average speeds, between two checking points they will not be allowed to exceed by 20 per cent, the prescribed average.

§ 1 — The average speed-checking points (C.V.M.) can only be set up along routes in which the distance between two time-checking points is not less than 50 km.

§ 2 — The average speed-checking points (C.V.M.) will be identified by one plate inscribed *Verificação de Média* and one flag or red light.

§ 3 — The competitors may not, when in sight of one of these points, stop, reverse their direction of movement or execute any manoeuvre that will imply the use of the left side of the road.

4 — Any participant who does exceed the above-mentioned tolerance will incur in penalties which may go up to his exclusion.

OPERATION OF THE CHECKING POINTS

Article 48 — For a competitor to be checked, it is necessary that one of the members of the crew reports to the Official, with the control booklet, so that the time or the visa — depending whoever it is a time — or a passage-checking point — may be set on the control booklet.

§ 1 — The time-checking points will be identified by one plate inscribed «Zona de Controle», placed forty meters before and after the control line.

§ 2 — No vehicle, is allowed to remain inside the «Zona de Contrôle» beyond the period of time considered strictly indispensable for the control booklets to be visaed.

§ 3 — Any permanence inside a «Zona de Contrôle» —

although involuntary — not in accordance with the prescriptions of the previous paragraph, will be penalised with one hundred (100) points.

§ 4 — After the delivery of the Control card to the official, he will note the presentation time on that control card.

CLASSIFICATION TESTS

Art. 49 — A total of 14 Classification Tests will be disputed along the common itinerary, as follow:

- I — PALHEIRO FERREIRO - CHÃO DA LAGOA — 16,7 km
National Road 201 (Estrada dos Pretos) RM 8,5 passing by Terreiro da Luta, NR 103 (RM 6,5 to 8,9 and Municipal Road of Chão da Lagoa, till RM 2,7 of NR 202.
- II — SERRA D'ÁGUA - ROSÁRIO — 9,9 km.
National Road 104, from RM 9,5 to RM 19,4.
- III — FOREST ROAD OF CARREIRAS — 6,0 km.
Starting about 200m after the cross with NR 102 and finishing 300m before the cross with NR 103.
- IV — MONTE — 4 km.
Between RM 4,0 and RM 8,0 of NR 103.
- V — PORTO DA CRUZ — 8,1 km.
From NR 101 (RM 36,9) passing by NR 102, till RM 19,7 of this road (NR 102).
- VI — FOREST ROAD OF PAUL DA SERRA — 8,5 km.
Municipal Road Eng.^o Teixeira de Sousa, 1500m after the cross with NR 101 (RM 55,2) till the cross with the forest way to Bica da Cana.
- VII — FOREST ROAD - POISO - CARREIRAS — 6,0 km.
Starting near the «venda» (shop) on Forest Road of Poiso - Santo till 300m after the final of asphalted road on Forest Road of Carreiras.
- VIII — FOREST ROAD SANTO - POISO — 8,0 km.
From 200m after the cross with NR 102 till 200m before the cross with NR 103.
- IX — RIBEIRA DE S. JORGE — 2,8 km.
Between RM 55,5 and 58,3 of NR 101.
- X — ARCO DE S. JORGE — 3,5 km.
Between RN 67,4 and 63,9 of NR 101.
- XI — AVENIDA DO MAR — 1,5 km.
3 laps around the circuit. Departure with the motor working and arrival without stopping, following on the road section.
- XII — PORTO MONIZ — 4,0 km.
Between RM 100,3 and 104,0 of NR 101.
- XIII — FOREST ROAD OF LAMACEIROS — 5,0 km.
Start point at 100m after the crossing with the NR 102

(RM 19,3) and ending at 200m before the crossing with the same road (RM 21,4).

XIV — ROSÁRIO - ENCUMEADA — 6,4 km.

Between RM 19,3 and 12,9 of NR 104.

§ 1 — At the 11th Classification Test, time setted by the Departure Official will have to be added to the time indicated in the control booklet in order to present himself at the next time-checking-point, proceeding the participant in the road test after passing the arrival line.

§ 2 — The starts for the remaining Classification Tests will be antecipated by a time-checking-point, placed at about 100m. The partipant when arrives at this point will present his control booklet to be setted, and at once he must wait the Departure Official instructions.

§ 3 — Departures will be with the motor working and the participants will go by the same order of arrival to the preceeding checking-point with 2 minutes intervals. Will be permitted to the Organization, to increase this interval for one or more participants.

§ 4 — Arrivals will be without stopping and marked by two panels:

- a) One white panel with the inscription — 200 M — placed at 200 m before the arrival-line;
- b) One withe panel withe the inscription — O — painted in red, that will be placed on the arrival-line.

§ 5 — It is totaly forbiden to stop at less 100m after the arrival line. The non observance of this will give a penalty of two minutes to the time done on the Classification Test.

§ 6 — As soon as one participant will be reachead by another, will must give the passage at once, under penalty of exclusion.

§ 7 — The cars, are considered at «Parc Fermé», amidle the arrival to the checking-point and the departure to the next Classification Test. Wohever, before the departure to the Classification Tests, and under the condition to respect the time and the indications of the Official, participants will can do and only with the help of theirs second drivers, any verification and reparation, relative to the lights, signalling and tires.

§ 8 — Wear a crash helmet during the Classifications Tests, is compulsory fore both drivers.

§ 9 — At the end of Classification Tests (with exception of 11th), the participants will follow til the departure control placed at not less than 200m, where they will stay at the Official orders.

§ 10 — The Organization can, by reasons of force majeure, not realize one or more of the Classification Tests.

§ 11 — Before and after each of the Classification Test, the Organization can, through one Technical Official, submitte to

the verification, the cars that shown or there is known to have suffered any accident.

The cars that don't offer safety conditions to participate at one of the Classification Tests, will be excluded of this, and will be gived a time similar to the last classificated on this Tests.

§ 12 — To establish the classification of the several Classification Tests, in wich the time will be taken in seconds, is marked as in the square showing bellow, to each test, one maximum execution time, beyond all the excess in minutes and seconds will be penalized with a similar number of minutes corresponding to that excess.

So, the minutes and seconds beyond the gived maximum time will be taken as penalties by delay.

Exemple:

Chronometred time:	16 M 05 S
Fixed time:	— 15 M 00 S
	1 M 05 S
Realized time:	+ 16 M 05 S
Registered time:	17 M 10 S

However all the participants that make one time similar or less than the fixed time, to the ponctuation only will be counted the time that will be chronometred.

STRETCH	DESIGNATION	KM	MINIMUM TIME	REALI-ZATION
1st	I—Palheiro Ferreiro-Ch. Lagoa	16,7	13 M 55 S	by night
1st	II—Serra d'Água-Rosário	9,9	8 M 15 S	»
1st	III—Estrada Florestal Carreiras	6,0	5 M 00 S	»
2nd	IV—Monte	4,0	3 M 20 S	by day
2nd	V—Porto da Cruz	8,1	6 M 45 S	»
2nd	VI—Paul da Serra	8,5	7 M 00 S	»
2nd	VII—Poiso-Carreiras	6,0	5 M 00 S	»
3rd	VIII—Santo-Poiso	7,0	5 M 00 S	by night
3rd	IX—Ribeira de S. Jorge	3,5	2 M 20 S	»
3rd	X—Arco de S. Jorge	2,8	1 M 00 S	»
4th	XI—Avenida do Mar	1,5	2 M 50 S	by day
4th	XII—Porto Moniz	4,0	3 M 20 S	»
4th	XIII—Lamaceiros	5,0	4 M 10 S	»
4th	XIV—Rosário-Encumeada	6,4	5 M 00 S	»

§ 13 — To the ponctuation on the classification, the results taken on seconds, will be reduced at points, multiplicatedy by 0,2.

SIGNALLING

Art.º 52 — During all the contest the participants must obey to the following signals:

C.S.M. Flag — Beginning of the test.

Red Flag — Stop immediately.

Yellow Flag Moving — DANGER — Relent the speed to a probable stop; depassing is absolutely forbidden.

Yellow Flag Quiet — Attention! Danger!

Blue Flag Moving — Another participant try to depass.

Blue Flag Quiet — Another participant follow very close.

Yellow Flag with Red Vertical Stripes — Oil on the road.

White Flag — Ambulance or assistance car on the road.

Green Flag — end of the danger signaleted before.

Black & White chess Flag — End of the test.

§ 1 — This signals only will be valid when they will done by members of the Organization well identificated.

§ 2 — These signals will can be made with material flags, or, after the sunset, with fixed panels with phosphorecent painting.

PARCS FERMÉS

Article 50 — In the «parcs fermés» the competitors may neither effect any replenishments of petrol, oil or water, nor make any tuning or repair on their vehicles, under penalty of exclusion.

§ 1 — If one of the participant necessitates to replace a wind-screen, a tyre or fill-in-air in the tyre, he may only do so if prior permission has been obtained from the Comissair, and under his strict supervision, taking into consideration that no alteration will suffer his departure time for this reason.

§ 2 — The vehicles will be considered as being on a «parc fermé» from the moment when the time of passage or arrival to a checking point is registered on the respective booklet, until the new departure signal has been given, except for orders in the contrary sense.

§ 3 — Whenever the «parc fermé» is located at a distance from the checking point or from where the classification test will be held, the competitors are to travel from one point to the other without any delay, and following the instructions supplied by the officials designated for the purpose.

§ 4 — All vehicles stationed on the starting line are not considered as being in a «parc fermé».

PENALTIES

Article 53 — For the final classification, the following penalties will be considered:

a) For each second or part, in retard or in advance there beyond the tolerances allowed on the passage and time-checking points (Art. 44)	1 point
b) For each minute or part there of in advance, outside the appointed time (article 47 § 5)	20 points
c) Non-adherence to the established (article 47 § 2)	50 points
d) Pass the «Zona de Control» before be checked (Art. 48, § 4)	100 points
e) Stopping on the «Zona de Control», more than the time considered strictly necessary before checking on the control (Art. 48, § 3)	50 points
f) Stopping on the «Zona de Control» more than the time considered strictly necessary after controlled (Art. 48, § 3)	10 points
g) Not having the numbers on the doors during or at the final of the contest	25 points
h) Loss of identification plates (etch)	100 points
i) Not being present, when called to initiate a road section or a Classification Test	10 points
j) First transgression of the Road Code (article 13, § único)	200 points
k) Not giving due respect to § 3 of Article 41)	100 points
l) For each annotation on the control booklet	10 points

§1 — On inspection in the «Parc Fermé» according to Article 33 there will be following penalties:

a) Lack or inefficiency of wing mirror	4 points
b) Inefficiency on the hooter	2 points
c) Inefficiency of each filament, on the lights foresen by the manufacturer	2 points
d) Inefeficiency of the Code lights	2 points
e) Side lights or rear lights not working (each)	1 point
f) Lack or inefficiency of the indicator lights (each)	3 points
g) Lack or inefficiency of the lights to indicate breakage (stop)	3 points
h) Lack of illumination on the number plate	1 point
i) Lack of red reflectors on the back (each)	1 point
j) Lack of number plates (each)	25 points
k) Self-starter not working (article 26)	3 points
l) Lack or inefficiency of windscreen	1 point
n) Lack or inefficiency of silencer	1 point
m) Lack or inefficiency of windscreen blade on the driver's side	3 points

§ 2—Infringement of the rules for the «Parcs Fermés» according to Arts. 49, 50 and 51, will be penalised with disqualification.

DISQUALIFICATIONS

Article 54 — Any time during the competition participants will be disqualified, who infringe the following:

- a) Abandon, even if only temporarily, of one the participant or driver, during the competition (Art. 2);
- b) Don't realize every Classification Tests, excepted wath is seted up by Art. 49, § 11;
- c) Accept more than once, during the competition, help from the same participant;
- d) Introduces during the contest, alterations in the car, other than, already mentioned in its inscription bulletin and respective homologation file.
- e) Cheking at a control post in advance or with a delay over the one indicated in Article 45, § 1 or incurrs, in the case exposed in §§ 5 and 6;
- f) Non-fulfilment of the prescriptions of Art. 41;
- g) Does not check-in at the «Parc Fermé», in accordance with Articles 49, 50 and 51;
- h) Does not present a driving or competition licences whenever requested during the competition (Art. 20 and 23).
- i) Comits any fraud tending to the misrepresentation of Regulations of the I.S.C. or R.D.N.;
- j) Makes omissions or false statements, regarding the characteristics of the vehicle, stated in hte entry form (Article 16, § 2);
- l) Carries passengers on board (Article 22);
- m) Commits two infringements to the Road Code or the Traffic Regulations, controlled by the Authority (Article 13, § único);
- n) Looses the «Control Booklet»;
- o) Checkes-in at the departure points with delay over 5 minutes (Article 36, § 3);
- p) Does not carry a spare whell on the vehicle;
- q) Dces not respect the official itinerary (Article 37, § 1);
- r) Absence of one «visa» on conrtrol booklet (Article 40, § 3 and Article 42, § 2);
- s) Exceed the tolerance allowed by the Art. 47;
- t) Does not wear a crash helmet during the Classification Tests. This is compulsory for both drivers;
- u) Lack of any acessory foreseen by Art. 26, § único;
- v) To hand out any thing for publicity reasons;
- x) Non-fulfilment with is foressen by Art. 49, § 6.

CLASSIFICATIONS

Article 55 — The final classification will be established in

accordance with the minimum number of points accumulated by each competitor, during the entire road test and classification tests, and in face of the penalties incurred.

§ 1 — In accordance with the number of points accumulated above, the following classifications will be established:

- a) Overall classification.
- b) Classification by groups.
- c) Classification by classes.
- d) Ladies classification.
- e) Classification by teams.

§ 2 — The final classification in the competition will be established in accordance with the following formula:

$$C = E + V + P_n$$

in which:

E = Represents the number of points accumulated in the Road Test;

V = Represents the penalties incurred during the inspection made in the «parc fermé» or in any violation of the regulations, as well as any other penalties;

P_n = With various indexes, represents the punctuation accumulation in the various Classification Tests.

§ 3 — The special classification for Ladies will only be attributed to crews wholly made up by women.

§ 4 — For the classification by teams, the points accumulated by the three less penalised competitors from each Club will be added up.

§ 5 — In case of tie between two or more competitors, the following factors will be taken into consideration by the order listed and until the tie is decided:

- a) The smaller number of penalties accumulated during the Road Test;
- b) The smaller number of points obtained in each classification tests in order these are disputed.
- c) Less capacity;
- d) The best time obtained on the 11th Classification Test.

§ 6 — In case of tie between two or more teams, the final classification will be decided on the basis of the individual penalties incurred by the members of each team, by the same order found for the individual classification.

§ 7 — The final classifications will be posted at C.S.M. at 6 p.m. of September 13, 1971.

CLAIMS

Art.º 56 — The right to make a claim belongs exclusively to the competitors (Article 168 of the I.S.C.).

§ 1 — Any claim should be made in writing and delivered to an official, together with the amount of Esc. 1 000\$00, which will not be returned if the claim found to be without justification.

§ 2 — If the claim implies the dismantling and reassembly of several components of a vehicle, the claimer must:

- a) Make an additional deposit of Esc. 4 000\$00 whenever the claim refers to a special component of the vehicle (motor, transmission, direction, breaking system, electric system, car body, etc.);
- b) Make an additional deposit of Esc. 6 000\$00 whenever the claim does not mention to which component it refers to.

§ 3 — The expenses occurred with transport and work at the garage of any vehicle are of account of the claimer if the claim is unjust; and of the account of the claimed if it is just.

§ 4 — In case the expenses occurred with the claim are higher than the total value deposited, the difference will be charged to the claimer if it is unjust. On the same way it will be charged to the claimed if just.

§ 5 — The competitors will be obliged to drive their cars, under the superintendence-according the cases-from the Organization or the C.D.N., under penalty of exclusion, to the fixed garage, place where the cars will be delivered, after every verification works will be done.

§ 6 — The Organization or the C.D.N. will decide the gravity of one verification made on one's own initiative, by reason of that they reserves the right to settle it, as always it will be convenient.

§ 7 — The periods for the acceptance of claims will be those established by Article 171 of the I.S.C.

§ 8 — No claims will be admitted in relation to the times given by the time-keepers or to facts witnessed by the officials.

§ 9 — All competitors are entitled to the right to appeal, as expressed in Article 178 of hte I.S.C. The appeal tax will be 3 000\$00.

PRIZES

Article 57 — The following prizes will be awarded:

a) GENERAL CLASSIFICATION

Ist Team — Cups	and	60 000\$00
2nd »	»	and	30 000\$00
3rd »	»	and	10 000\$00
4th »	»	and	7 500\$00
5th »	»	and	5 000\$00

b) CLASSIFICATION BY GROUPS

1st — Cup	and	3 000\$00
2nd — Cup	and	2 000\$00
3rd — Cup	and	1 000\$00

c) CLASSIFICATION BY CLUB TEAMS

1st — Cup

d) CLASSIFICATION «LADIES»

1st Team — Cups	and	3 000\$00
2nd » »	and	2 000\$00
3rd » »	and	1 000\$00

e) To the best foreigner will be awarded a cup.

§ 1 — The money groups prizes are only awarded to the groups with more than five cars entered.

In the same way:

To 4 cars enroled — will be awarded the 1st and 2nd prizes.

To 3 cars enroled — will be awarded the 1st prize.

To 1 or 2 cars enroled — will be awarded the cup for the 1st place.

§ 2 — The money prizes can not be accumulated and only the one with the highest value will be attributed.

§ 3 — A definitive list of the prizes will be published as soon as possible.