



*FEDERATION INTERNATIONALE  
DE MOTOCYCLISME*

**FIM BAJAS WORLD CUP  
SPORTING REGULATIONS**

**2026**

# **FIM Bajas World Cup Sporting Regulations**



**EDITION 2026**

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## **DEFINITION OF A BAJA**

A Baja is a sporting event staged over varied terrain, 2 or 3 days of race, and is intended to prove the skill and endurance of competitors in all terrain course with navigation and the reliability of their machines.

The terrain consists of natural landscapes and usually not modified by the organiser as follows and not limited to:

- Mountain, rocky sections
- Dunes
- Rivers, dry riverbed, mud tracks
- Open public road
- Natural vegetation, bushes, high grass, forest
- Asphalt road, off road tracks
- Terrain with snow conditions

The FIM can revisit the sporting format of the Baja races. The sporting rules must be clearly mentioned in the SRs.

## General Undertakings and Conditions

All competitors, teams, officials, promoters and all other agents participating in the FIM Bajas World Cup undertake, on behalf of themselves, their employees and agents, to observe all the current provisions of the:

1. FIM Sporting Code
2. FIM Bajas World Cup Appendices
3. FIM Bajas Technical Regulations
4. FIM Disciplinary Code
5. FIM Environmental Code
6. FIM Medical Code
7. FIM Anti-Doping Code
8. FIM Code of Ethics
9. FIM Yearbook
10. FIM Organiser's Work Book (if available)
11. FIM Sound Regulations
12. FIM Fuel Regulations

as supplemented and amended from time to time (hereinafter collectively referred to as the "FIM Bajas World Cup Regulations").

It is the responsibility of each competitor and/or team to ensure that all persons involved with their entries observe the FIM Bajas World Cup Regulations at all times.

All persons concerned in any way with an entered Moto/Quad/Trail or present in any capacity whatsoever in the technical and administrative area as well at the service park must carry an appropriate pass at all times during the meeting.

Actions judged by the officials responsible to be contrary to the FIM Bajas World Cup Regulations - or judged to be unsportsmanlike or against the best interests of the sport or the meeting in question - are subject to disciplinary actions as provided by the FIM Disciplinary Code.

The interpretation of this current Regulations and the Supplementary Regulations is the responsibility of the CTT (see Art. 4 of the FIM Sporting Code). Any matter not provided for therein will be subject to interpretation by the International Jury.

## **1. GENERAL**

### **1.1 FIM Bajas World Cup**

The FIM Bajas World Cup is organised according to the rules of the FIM Bajas World Cup Regulations and the FIM Sporting Code and all the codes and regulations published and regularly updated by the FIM.

Certain rules taken from the FIM Cross Country Rallies World Championship Regulations may also be applied. This must be clearly stated in the Supplementary Regulations of the event.

The FIM Bajas World Cup & Trophy is held each year and includes the following categories and classes:

- FIM Bajas World Cup Moto, for riders and teams
- FIM Bajas World Cup – Quad, for riders
- FIM Bajas Trophy – Trail, for riders
- FIM Bajas World Cup – Women, for riders
- FIM Bajas World Cup – Junior, for riders
- FIM Bajas World Cup – Veterans, for riders

A FIM Bajas World Cup event, allowing for exceptions duly approved by the CTT, is always open to these three categories and four classes mentioned here.

The total number of events entered in the FIM Bajas World Cup calendar, allowing for exceptions duly approved by the CTT, is four minimum and ten maximum.

#### Format:

The FIM Bajas World Cup will consist of a minimum of 4 and a maximum of 10 events.

The final classification of the FIM World Cup will be established as follows:

- if more than six events are organized (7, 8, 9 or 10), only the six best results will be taken into account for the final classification;
- if six events, or less than six events (4, 5 or 6), are organized, all the results will be taken into account for the final classification.

### **1.2 Eligibility of Events**

The candidatures for the FIM Bajas World Cup calendar must be sent to the CTT the preceding year.

Priority will be given to events belonging to the FIM Bajas World Cup, then to twinned events for Moto/Quad/Trail.

Before being accepted, each new candidate event should be evaluated by the FIM, who will take into account the inspection report, the quality of the event and the existing events in the FIM Bajas World Cup. This evaluation will be entirely borne by the candidate organisation.

A Baja must be run over one or two days, plus a possible day for Prologue.

Between two events, a sufficient period of time must be observed.

Before the start of the first round, the CTT will organise a compulsory meeting for the organisers in order to explain the new rules and protocol. An Organiser who is not present at this meeting will receive a fine of 580 Euros and his event will be excluded from the FIM Bajas World Cup calendar the following year.

Events counting towards the FIM Bajas World Cup shall show in all their publicity and on all documents relevant to the event, the title “FIM Bajas World Cup”.

### **1.3 TV Rights, Title sponsor and logo of the Championship**

The FIM Bajas World Cup may be linked to a contractual “Title Sponsor”. The FIM will inform all the organisers sufficiently in advance.

As mentioned in the FIM Statutes, the TV and Marketing rights belong to FIM. The marketing of the TV rights will be negotiated every year between the FIM Marketing & Communications Department and the Organiser. The Championship sponsor title belongs to the FIM.

The organiser must follow the graphic charter provided by FIM for the backdrops, internet sites and other miscellaneous items. The FIM logo as well as the Championship logo must appear on each item. The organiser must obtain the approval of the FIM marketing department before printing or producing any items.

### **1.4 Support races**

During a FIM Bajas World Cup event, support races may be permitted.

However, these support races must at all times receive prior authorisation from the FIM.

Authorisation from the FIM does not imply nor include any FIM involvement in and/or liability for these support races/activities which are not run under the aegis and the responsibility of the FIM.

Priority must at all times be given to the FIM Bajas World Cup & Trophy.

If necessary, the FIM International Jury can change the time schedule of these support races and/or cancel them.

## **2 OFFICIALS AND PROCEDURES**

### **2.1 General**

The event will be supervised by a FIM International Jury composed in conformity with the provisions of Art. 50.1 of the FIM Sporting Code.

The FIM and the FMNs shall appoint officials whose aptitude and integrity for the position they can fully justify. These officials must be in possession of a valid FIM licence for the appropriate discipline and function.

An official shall not be a competitor, mechanic, sponsor, assistant, promoter or any other agent participating in the event.

The Clerk of the Course must present to the FIM Jury President a list of all Officials of whom the number of their national or international licence must be mentioned. These people on this list will be considered as Judge of Fact.

All officials must remain operative and available with all the required equipment for the event in place within the time limit for lodging a protest/appeal.

### **2.2 Officials who hold a FIM licence**

The following officials must be in possession of a valid FIM licence:

- FIM Jury President, FIM Jury Member(s), FIM Technical Director
- Clerk of the Course (CTT Licence)
- Assistant Clerk of the Course (if nominated)
- FMNR Chief Technical Steward (Senior Licence) and his assistant (if nominated)
- FIM Medical Delegate (if nominated)
- FIM Environmental Delegate (if nominated)
- FMNR Environmental Steward
- Timekeeper

### **2.3 Jurisdiction**

With the exception of the FIM International Jury, all FIM licence holders, holders of a FIM pass, officials and their assistants, and all other persons involved in the event are subject to the authority of the Clerk of the Course.

## **2.4 FIM International Jury**

The President of the Jury and the second Jury member are appointed by the FIM.

The third Jury member is appointed by the FMNR.

If the two Jury Members appointed by the FIM are prevented from arriving at the event in time, the FIM will decide about their replacement.

In the case that a Jury Member is prevented to arrive, the Jury President will have the casting vote.

The FIM International Jury exercises supreme control of the event in respect of the application of the FIM Codes, FIM regulations and of the SR, which it must ratify. Consequently, the Members of the Jury are responsible only towards the FMNR and/or the FIM. They are responsible for the proper application of the sporting rules during the event where they have a supervising and disciplinary function.

The FIM International Jury has no responsibility for the organisation of the event.

The FIM International Jury is the only disciplinary body of the event competent to adjudicate upon any protest that may arise during the event following a sanction issued by the Clerk of the Course.

The FIM International Jury must settle disputes and imposes sanctions according to the provisions of the Disciplinary Code, in particular financial penalties and the disqualification of a competitor.

Decisions of the FIM International Jury are based on a simple majority. In the case of a tie, the President will exercise a casting vote.

All decisions of the FIM International Jury necessary for the running of the event as well as the results must be published as soon as possible and in the official languages of the FIM.

### **2.4.1 Minutes of the International Jury Meetings**

The minutes must be written in one of the official FIM languages. They are to be prepared by the Secretary of the Jury and must be signed by the Secretary and the FIM Jury President. A copy of these minutes must be sent electronically to the FIM Administration within 72 hours of the end of the event.

The minutes must state in detail any penalties imposed; the decisions taken upon any protests lodged (copies of which must be attached); the details of

any accidents which may have occurred; any possible irregularities observed, as well as the opinion of the International Jury regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.

## **2.5 The FIM Jury President**

He must ensure that the decisions of the FIM International Jury conform to the rules of the FIM Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.

He shall call a meeting of the FIM International Jury at the start of the event and during this meeting the FIM International Jury shall approve and control the following matters:

- Amendments (in the form of Bulletin), if any, to the SR after the opening date for entries verifying that all the competitors are informed thereof;
- Report of the Clerk of the Course stating that all competitors are holders of their respective licences as well as all officials with any responsibility for the running of the event;
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event;
- The safety standards of the event;
- Any amendments to safety measures proposed by the competitors;
- The official permission from the local authorities to run the event and whether the third-party insurance policy of the organiser satisfies the requirements of Art. 110.1.1 of the FIM Sporting Code.

The FIM Jury President has the right to invite any guests to the Jury meetings, when appropriate for the event.

At the end of each day of the event, the FIM Jury President will call a meeting of the FIM International Jury to hear the report of the Clerk of the Course and any other appropriate officials. The President, together with the Clerk of the Course, must sign the official classification of the event. He must also sign, with the Secretary to the Jury, all minutes of the meetings.

At the end of the event, the FIM Jury President must send the following documents electronically to the FIM Administration within 72 hours of the finish of the event:

- his report (using the official form)
- the results (according to the official form)
- his complete dossier, minutes of the meetings, justified decisions relating to the appeal lodged and, if necessary, the security deposit or fines retained, copy of the certificate for the third-party liability insurance, etc.

## **2.6 The second FIM Jury Member**

He must help the FIM Jury President to fulfil his duty.

He must fulfil his duty within the FIM International Jury in case of any disciplinary action.

## **2.7 The FMNR third Jury Member**

He must assist the Jury President with his knowledge of his country.

He must fulfil his duty within the FIM International Jury in case of any disciplinary action.

He must represent his organising FMNR.

## **2.8 FIM Technical Director**

The FIM Technical Director is appointed by the Director of the FIM International Technical Commission in consultation with the Director of the FIM Cross-Country Rally Commission.

The FIM Technical Director is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM Technical Code.

The FIM Technical Director works in cooperation with the FMNR Chief Technical Steward and the FIM Delegate.

The authority and duties of the FIM Technical Director include but are not limited to (Please, also refer to the FIM Technical Regulations):

- a) The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the FIM Jury Members and present proposals to resolve such concerns.
- b) The FIM Technical Director is the final arbiter in relation to technical issues at the event.
- c) The FIM Technical Director will examine with the Chief Technical Steward the Moto/Quad/Trail and the protective equipment of any competitor(s) involved in serious or fatal accidents and present a written report to the FIM Jury President.
- d) The FIM Technical Director will attend all meetings of the Jury, but without voting rights.

## **2.9 CTT Representative**

The CTT may appoint a Representative, in a supervisory role, for each event.

## **2.10 Clerk of the Course**

The Clerk of the Course shall be responsible for the application of the FIM Codes and Regulations during the running of the event which shall be under the control of an International Jury composed in conformity with the FIM Sporting Code.

The Clerk of the Course is responsible for the conduct and efficient running of the event. He cannot be a voting member of the International Jury. His essential duties are:

- To ensure that the course is in good condition; that all officials are present and ready to carry out their duties and that the safety, medical and control services are on duty;
- To verify the identity of the competitors, the correct numbering of the Moto/Quad/Trail;
- To ensure that no disciplinary sanctions, administrative and/or technical problems prevent a competitor from participating in the event.
- To postpone the start of an event for an urgent case of safety or for any other case of force majeure or to proceed with the improvement of the conditions of the course; to stop an event prematurely or to cancel part of the course or the entire event;
- To prevent a competitor or a Moto/Quad/Trail from starting, or to order his withdrawal from the event if he considers such action necessary for safety reasons;
- Comply with and ensure compliance with the FIM Regulations and, depending on the nature of the infraction, impose the penalties provided for in the FIM Regulations (see Appendix “Summary Table of Penalties”). The Clerk of the Course may also submit these infringements to the FIM International Jury.
- To order the removal from the course, Stages and vicinity any person refusing to obey the orders of an official;
- To notify the FIM International Jury of all decisions taken or to be taken and of any protest addressed to him;
- To collate the reports of the timekeepers, officials and other judges of fact and all other information necessary in order to present his report to the FIM International Jury and to have the provisional results of the event approved.

For events with more than 100 competitors, an Assistant Clerk of the Course and an Assistant Technical Steward, holders of FMNR licences, are compulsory.

## **2.11 Technical Steward**

The Chief Technical Steward and the Technical Steward, appointed by the FMNR, must verify the machines and equipment in accordance with the FIM rules and the Supplementary Regulations.

They must draw up a technical report and hand a copy to the FIM Jury President.

## **2.12 Timekeepers**

Appointed timekeepers must be qualified to use the timekeeping system of the event and be in possession of a FIM timekeeper's licence.

Before each FIM Jury meeting, the chief timekeeper must present any useful information to the Clerk of the Course and the FIM Jury.

They must produce the official results in accordance with the FIM Regulations and hand a copy to the FIM Jury President.

The timekeeper must provide the Clerk of the Course with results that highlight the penalties.

At the end of the event, as soon as the results are approved by the FIM International Jury, they must send the results by e-mail to the FIM Administration ([info@fim.ch](mailto:info@fim.ch)) or by electronic way in order to be published online on the FIM official website [www.FIM-MOTO.com](http://www.FIM-MOTO.com).

The results must be sent to the FIM at the end of each event. The results of the four categories and three classes must be shown separately: Moto, Quad, Trail, Women's, Junior and Veterans.

## **2.13 Environmental Steward**

The Environmental Steward, appointed by the organiser or the FMNR, shall be responsible for all environmental aspects and shall in particular:

- Ensure that the FIM Environmental Code is respected;
- Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the FIM Jury President or Clerk of the Course on all aspects of the event which may have harmful environmental consequences;
- Be entitled to attend all open meetings of the Jury, without voting rights;

- Draw up a report on the basis of a checklist prepared by the CID and send it to the FIM Administration till 72 hours after the event;
- Propose sanctions

## **2.14 Chief Medical Officer (CMO)**

The Chief Medical Officer, appointed by the FMNR, shall be responsible for all medical aspects and shall, in particular:

- Ensure that the FIM Medical Code is respected.
- Inspect all medical/paramedical services before the start of the event and regularly during the event.
- Ensure that all medical/paramedical services and staff are in their correct places and ready to function.
- Give information and recommendations on injured competitors and all aspects of the event which may have potential medical consequences.
- Draw up a report and hand a copy to the FIM Jury President.
- He must be present at all meetings of the FIM International Jury.

## **2.15 Competitors' Relation Officer (CRO)**

The officials responsible for relations with the competitors must be readily identifiable and be present at:

- the administrative and technical controls;
- The Competitors Briefing;
- the start and finish of Stages;
- regroupings;
- all meetings of the FIM International Jury.

The task of the officials dealing with competitors consists of:

- informing the competitors and constantly acting in collaboration with them;
- providing precise answers to all persons raising questions;
- giving all information and additional details concerning the running of the Baja;
- avoiding transmission to the FIM International Jury of any questions that can be satisfactorily resolved by providing precise explanations, unless the question concerns a protest, e.g. supplying details of times contested.

This task can be entrusted to an Assistant Clerk of the Course.

## **2.16 Responsible of the tracking system**

The responsible of the tracking system called on an FIM Bajas World Cup Event must be qualified to use the tracking system used. Only tracking companies approved by the FIM will be allowed to officiate at the FIM Bajas

World Cup.

Before each FIM Jury meeting, the person responsible of the tracking system must submit all relevant information's to the Clerk of the Course and to the FIM Jury.

In case of an accident or penalty, the Clerk of the Course or the FIM Jury may request additional information. This information must be given to them as soon as possible by the person in charge of the above-mentioned service company.

## **2.17 Responsible of the GPS system**

The responsible of the GPS system for the event must be qualified to use the GPS system used.

Before each FIM Jury meeting, the person responsible of the GPS system must submit all relevant information's to the Clerk of the Course and to the FIM Jury.

In the event of an accident or penalty, the Clerk of the Course or the FIM Jury may request additional information. This information must be given to them as soon as possible by the person in charge of the above-mentioned service company.

## **2.18 Transport and accommodation of the FIM Officials**

The organiser will bear all the cost of the FIM Jury President, FIM second Jury Member and the FIM Technical Director.

This mean:

- Round trip transport from their home to the event.
- Accommodation during the event, in a convenient, superior class hotel.
- Transportation during the event in such a way to allow them to be able to check the running of the event (rental car or car with a driver).

The Organisers must inform the FIM Officials about these arrangements as soon as possible.

The cost for other FIM Delegates (Environmental, Medical, CTT Representative, etc.) will be borne by the FIM.

## **3. SUPPLEMENTARY REGULATIONS AND INSURANCE**

The draft Supplementary Regulations, approved by the FMNR, must be sent to the FIM Administration no later than 45 days before the date of the event for approval by the FIM. As soon as approved, the SR will be published, at least in English,

on the FIM and the Organiser's website.

The SR must be drawn up in conformity with the standard template established by the CTT and must specify that the event will be conducted in conformity with the current Regulations. It must also include, in appendix, the detailed description of the medical support available by air and land during the event (Safety Plan of the event).

The complete time schedules and details with the number of kilometres, the maximum time allowed to the competitors for each of the days of the event must be sent to FIM Administration 30 days before the start of the event.

No amendment may be made to the SR after its approval by the FIM or the FMNR and after the opening date for entries. However, in exceptional circumstances, the FIM International Jury, or if the latter has not yet been appointed, the FMNR, may authorise an amendment to the SR provided that it is subsequently approved by the FIM International Jury and brought to the attention of all persons concerned.

Any modifications or additional provisions shall be announced by bulletins, which will be dated, numbered and signed. These bulletins will form an integral part of the Supplementary Regulations and shall be posted on the official notice board for the Event and/or distributed electronically. They shall also be communicated directly to the competitors in the shortest possible time.

The interpretation of the Supplementary Regulations is the responsibility of the CTT.

#### **4. ENTRIES**

All entries must be made in writing on the approved entry form and all information regarding the competitor, team, sponsor and make of the machine must be indicated.

The entry forms must be printed (or published) in the official languages of the FIM and shall mention Art. 60.5 of the FIM Sporting Code.

Any person wishing to take part in an event must send to the Secretariat of the organiser the entry form signed and accompanied by the amount of the entry fee which will be increased by 100 % for the competitors refusing the advertising of the organisers. The amount of the entry fee must be specified in the SR. In order to appear on the official Entry List, Teams must have a valid FIM Licence.

The entry fee will be fully reimbursed:

- a) to applicants whose entry has been refused;
- b) in the event that the Baja is not held.

To cover a withdrawal at the last minute by any competitor, the organisers must subscribe to or propose a cancellation insurance policy permitting the reimbursement of fees paid.

The FMN which issued the licence, the FMNR or the organiser may refuse an entry for justifiable reasons. The refusal and justified notification must be sent in writing to the applicant at the latest during the 72 hours following the closing of the entries. Also within this time limit, the notification must be sent to the FIM Administration and to all the FMNs that have competitors who sent an entry form.

The CTT can revoke a refusal of entry coming from the FMNR or the organiser, if the refusal is considered not founded by the CTT.

## **5. INSURANCE**

### **5.1 Third Part Liability Insurance**

The organiser of a FIM Championship or Prize Event must provide the FIM Administration, not later than 20 days prior to the event, with a copy of the insurance policy written in English or French to cover his own liability and that of all competitors, the manufacturers, passengers, sponsors and officials in case of damage to third parties during the meeting event. The insurance policy shall also cover any possible liability of the FIM to third parties.

The minimum amount of coverage, which shall not be less than the minimum standards provided for by the national laws of the country in which the relevant event is taking place, is defined regularly by the Board of Directors and published in the FIM Yearbook.

The third-party liability insurance will come into effect two days before the official practice session and will terminate two days after the last race day.

## **6. ENTERED COMPETITORS**

Competitors are solely responsible for the validity of the administrative documents presented to participate in the event. Furthermore, they are solely responsible for their behaviour and for respecting local law and regulations.

The competitors must obligatorily be holders of:

1. A valid FIM Baja World Cup or Cross-Country Rallies World Championship licence in accordance with Art. 70.2.1 of the FIM Sporting Code and Art. 09.1 of the FIM Medical Code. A valid Cross-Country Rallies World Championship licence, in that case, the competitor must undergo and pass successfully an echocardiogram, once in his lifetime and an exercise tolerance electrocardiogram (taken less than three years ago), before his Federation can deliver him a FIM Cross-Country Rallies World Championship licence.
2. A valid driving licence corresponding to the type and capacity of machine used.
3. Competitors are strongly recommended to be in possession of a certificate attesting to first aid training.

All competitors undertake to indemnify and hold harmless the FIM, the FMNR, the CONUs, the FIM promoters, the organisers and officials, the employees, officers and agents, from and against any and all liability to third parties for any loss, damage or injury for which he is jointly and severally liable.

A competitor is responsible of the behavior of his staff (mechanics, assistants, manager and all others) and any infringement to the regulations will be borne by the competitor.

When the engine of a Moto/Quad/Trail is running, the competitor must wear his helmet.

Any anti-sport, unfair, incorrect or fraudulent action effected by the competitor shall be judged by the International Jury who shall decide on any sanction according to the FIM Disciplinary Code and regulations.

## **6.1 Starting numbers**

The organisers are free to allocate the starting numbers to the competitors. However, they should, when possible, give a competitor the same starting number this competitor had if he rode previously in another round of the FIM Bajas World Cup of that year.

Starting numbers for the motorcycles are from 1 to 99

Starting numbers for the Quads are from 100 to 199

The following numbers will be for the other vehicles (3XX for the cars, 5XX for the trucks...).

## **7. MOTO/QUAD/TRAIL, CATEGORIES AND OTHER SPECIFICATIONS**

The FIM Bajas World Cup & Trophy is open to Motos, Quads as well as Trails duly covered by a registration certificate and adapted to off-road use. The registration certificate must always reflect the modification brought to the Moto/Quad/Trail, in particular to the capacity, make, type and commercial description. These Moto/Quad/Trail and their equipment entered must, throughout the competition, comply with the International Vienna Convention of 1968, the national legal requirements for road traffic of the country in which the vehicle is registered, the road legislation of the country where the event is held and with other rules specified in the Supplementary Regulations. In case a competition Moto/Quad/Trail does not need registration in the country where it comes from, the Moto/Quad/Trail must still respect the FIM Sporting and Technical rules.

### **7.1 Categories and Classes**

The categories and classes are as follows:

- Category 1: Bike (Up to 450cc single or twin cylinder, 2T or 4T)
- Category 2: Quads (three-wheel vehicles are forbidden)
- Category 3: Trail (more than 600cc, twin cylinder or more and with the minimum weight of 165kg. The maximum speed for this category is 130 km/h.)
- Class 1: Women
- Class 2: Junior
- Class 3: Veterans

All the other categories i.e “Over 450cc” do not count towards the FIM Bajas World Cups & Trophy.

#### **7.1.1 Moto**

These vehicles are based on road legal production motorcycles, fully registered for use on public roads. These motorcycles can be modified and/ or equipped for Off-Road Bajas competition as follows: The main parts: frame, engine (cylinder, cylinder head and crankcase) and swing-arm must be the standard component.

These main parts may be modified, with the exception of the crankcase, but must but must fulfil the FIM Technical Rules for Bajas - 450cc category.

The maximum capacity is up to 450cc single or twin cylinder 2T or 4T.

Number plates: white background with black numbers (RAL Colour table:

White 9010, Black 9005).

The maximum speed for this category is 160 km/h.

### **7.1.2 Trail**

These vehicles are based on road legal production motorcycles, fully registered for use on public roads. These motorcycles can be modified and/or equipped for Off-Road Bajas competition as follows:

- The main parts: frame, engine (cylinder, cylinder head and crankcase) and swing-arm must be the standard component.

These main parts may be modified, except for the crankcase, but must fulfil the FIM Technical Rules for Bajas - Trail category.

The minimum capacity is 600cc twin cylinder or more, 2T or 4T.

Number plates: white background with black numbers (RAL Colour table: White 9010, Black 9005).

The maximum speed for this category is 130 km/h.

### **7.1.3 Quads**

These vehicles:

- must be based on the series production quads vehicle and
- appear in the manufacturers' catalogue and
- be homologated to be used on public roads and
- comply with the FIM rules for Group G or H; and
- be modified and/or equipped for Off-Road Cross-Country Rallies competition.

The following parts are to remain completely standard: the chassis and the engine (cylinder, cylinder head and crankcases).

The above-mentioned parts must be standard components freely available to the public in retail trade.

The crankcases of the make and model of the quad used must remain strictly original (i.e. may under no circumstances be changed or modified) and must fulfill the FIM Technical Rules for Bajas - Quads category.

Please refer to the FIM Bajas Technical Rules, Quads, for the capacity authorised per group.

Number plates: white background with black numbers (RAL Colour table: White 9010, Black 9005).

### **7.1.4 Women**

To collect points for the Women's World Cup, a female competitor can use a

vehicle of either Category 1 or 2.

Starting Numbers: according to the category of their vehicle.

Number plates: purple with white numbers (RAL Colour table: Purple 4006, White 9010).

### **7.1.5 Junior**

To collect points for the Junior's World Cup, a competitor can use a vehicle of either Category 1 or 2.

Starting Numbers and Number plates: according to the category of their vehicle.

Age of the competitor: the competitor must be less than 25 years (on 1<sup>st</sup> January of the year of the FIM Bajas World Cup) and holder of a driving licence valid for the vehicle he will ride.

### **7.1.6 Veterans**

To collect points for the Veterans World Cup, a competitor can use a machine of either Category 1 or 2.

Starting Numbers and Number plates: according to the category of their vehicle.

Age of the competitor: the competitor must be 45 years minimum (at 1<sup>st</sup> January of the year of the FIM Bajas World Cup) and holder of a driving licence valid for the vehicle he will ride.

## **7.2 Change of engine**

Category 1, 2 and 3:

Any change of engine must be indicated to the Clerk of the Course or the Technical Steward/FIM Technical Director, on pain of a 15' penalty.

## **7.3 Number of engine**

Category 1, 2 and 3:

Per competitor, one (1) engine mounted in the motorcycle (quad) and a maximum of one (1) spare engine.

The spare engine(s) must have identical technical specifications and must be marked by the Technical Stewards during the first technical inspections, for use during the entire duration of the event.

If a competitor needs to change more engines, he may do so, but will

receive a penalty of 2 hours per extra engine change.

#### **7.4 Number of tyres**

The number of tyres is limited to one set (front(s) and rear(s) ) per race day. When the day is composed of several stages, the tyres could be marked by the FIM Technical Director and/or his appointed crew.

Please refer to Bajas Technical Regulations.

The penalty for each changed tyre will be of 15 minutes.

#### **7.5 Identification**

The organiser shall provide each competitor with a set of identification plates comprising 1 front plate and 2 side plates called number plates. The organiser shall also provide one bib (Cat. 1, 2 and 3) measuring 26 cm x 30 cm, bearing the racing number which should be clearly worn on the competitor's back. The exact sizes and positions of these number plates will be explained in the SR.

The Quads must have an "aileron" plate (cm. 28/18 minimum) that can show the riding number on both sides.

The race bib cannot be cut and/or modified. In all cases, the upper edge of the back bib must be a maximum of 20 cm from the neck of the competitor and shall be always visible and not be hidden by anything, like a "Camel Bag".

The number plates shall be affixed visibly at the front and on the rear sides of the moto (aileron for the quads). They shall in no circumstances cover, throughout the duration of the Baja, even partly, the registration number of the Moto/Quad/Trail.

At any time during the Event, the absence of or incorrect affixing of an event number panel or plate shall result, for each offence noted, in a time penalty, as provided for in the Supplementary Regulations. Before the start of each Stage, the simultaneous absence or incorrect affixing of at least two event number plates or the bib will ban the competitor from starting.

If needed, the organiser must be able to supply competitors with new number plates and bib, by asking the Competitors' Relation Officer.

A bracelet on which is noted the HQ number will allow competitors to be identified. Any default noted by an official will result in penalties equivalent to 10% of the entry fees. In case of damage to the bracelet, the competitor must inform the Competitors' Relation Officer, who will provide a replacement in exchange for the damaged item.

## **7.6 Advertising**

Competitors shall be free to affix any advertising on their Moto/Quad/Trail provided that it:

- a) is authorised by the FIM Rules and the laws of the countries ridden through;
- b) corresponds to the ethical standards defined by the FIM and respects the advertising laws (cigarettes, alcohol, etc.) of the FMNR's country;
- c) is not contrary to public decency and customs;
- d) does not overlap on those areas which are reserved for the number plates and the organiser's requirement, as described in the SR.

The compulsory advertising of the organisers must conform to the laws of the countries ridden through as well as to the FIM Rules.

## **7.7 On-board Camera**

Cameras or any additional devices, including the holders, on the competitors including the helmets are forbidden.

- First offense: 30 minutes
- Second offense: disqualification

## **8. TECHNICAL CONTROL - ADMINISTRATIVE CONTROL – MEDICAL CONTROL – ALCOHOL CONTROL**

The only competitors who are authorized to go to the Administrative Control and Technical Control for the FIM Bajas World Cup are the ones who complies with Art. 7.1.

### **8.1 Administrative control**

Prior to the start of the event, an Administrative Control must be organised, in order to check the licences, driving licence, make and model of the Moto/Quad/Trail, and compliance with the category in which it has been entered.

During this Administrative Control, various safety equipment, map, Roadbook, emergency phone number and other information will be distributed to the competitors.

### **8.2 Preliminary Technical Control**

Prior to the start of the event, a technical control must be carried out in accordance with the procedure and the times fixed in the FIM Regulations

and/or the Supplementary Regulations of the event.

Each competitor may enter only one motorcycle which shall be identified and marked at the Technical Control, and he/she may not use the vehicle of another competitor.

### 8.2.1 Markings

Category 1, 2 and 3:

The following parts will be marked as described below, in such a way as to ensure their identification. The parts so marked must be used throughout the entire competition and must be in their proper place at the final examination. Paint markings on the crankcases and silencer must be heat resistant. The competitor is responsible for the continued presence of all seals and marks.

The Technical Stewards may check, at any time, the presence of these identification marks. The substitution of the original components or disregard of these regulations is strictly forbidden. Any fraudulent act that is recorded and, in particular the presentation of retouched identification marks as being intact, shall result in disqualification of the competitor, as well as that of any competitor who has aided or abetted the offence; this shall not prejudice any more severe sanctions that may be requested of the FMNR or the International Court of Appeal, pursuant to Art. 3.1.3 of the FIM Disciplinary Code.

Any offence to the provision of the marking of parts is considered as a statement of fact.

Parts	Marking	Number	How or where marked
Crankcase	Paint*	1	Right or left side
Spare engine (if applicable)	Paint*	1	Right or left side
Frame (Chassis for Quad) main section	Paint + *	1	Right hand steering head
Silencer	Paint*	1	On the top

\* or non removable (destructible) sticker.

Marking is restricted to these three or four parts only and must be done with paint or a non-removable sticker. The use of a marker pen is forbidden.

The frame consists of all welded parts surrounding the engine and supporting the steering column and the mounting points for the rear

suspensions. The frame must not be changed or replaced during the running of the event. However, the frame may be left for servicing and repairs.

### **8.2.2 Sound Control**

All the Moto/Quad/Trail must pass the noise control test, carried out according to Art. 01.79 of the Bajas Technical Rules, during the preliminary examination and marked by the organiser. For this test, the intakes of the air filter box of the machine must not be obstructed and material (sponges, cloths, foams, etc.) must not be placed inside the air filter box, except the air filter element.

The maximum limit of the sound level, using the 2 Meter Max method is fixed at: Please refer to the FIM Bajas Technical Rules.

If a Moto/Quad/Trail does not pass the noise control test, the competitor must immediately solve the problem before the next noise control test.

### **8.2.3 Environmental Mat in Parc fermé**

After the marking, the competitor will sign an agreement (technical card) certifying that the parts have been properly marked. This declaration must indicate the frame number.

The officials in charge will allow the competitor to put the Moto/Quad/Trail into the Parc Fermé immediately after preliminary inspection.

For preliminary inspection competitors must bring one environmental mat and use it in the Parc Fermé underneath of Moto/Quad/Trail in order to protect the ground from dropping liquids (oil, chain spray, fuel etc.). If environmental mats are provided by the organiser its must be written in Supplementary Regulations.

### **8.3 Technical Inspection during the Event**

During the whole event the FMNR Technical Steward, under the supervision of a Jury Member or the FIM Technical Director, can check any vehicle. The time spent for this test will be granted to the competitor. The competitor is responsible at any time of the Event for the technical conformity of his Moto/Quad/Trail.

For the sound control, if during the test, the vehicle exceeds the maximum level allowed for sound control test during the race and after the race according to Art. 79.11 of the FIM Bajas Technical Rules, the competitor will be penalised as follows:

- 1<sup>st</sup> offence: 15 minutes
- 2<sup>nd</sup> offence: 60 minutes,
- 3<sup>rd</sup> offence: disqualification from the event or other penalties given as provided for in the FIM Disciplinary Code.

For repairs, control, etc., the following applies:

- a competitor wishing to repair or replace the silencer of his machine can do so at the end of the day after the final time control, no later than 60 minutes after his time limit or no later than 60 minutes before his next scheduled starting time. The competitor may request as many noise controls as he wishes during the 30 minutes allowance. After 30 minutes have elapsed, the competitor will be required to present his vehicle for testing to the noise control test official.
- After the 30 minutes, if the noise level is above the required standard, the competitor will be penalised according to the above-mentioned rule. If the silencer is changed during the day, the competitor must present it to be marked with a different paint or sticker at the next time check.

At the end of the day, a noise control test will be carried out during the 30 minutes allowance. If the test is passed, the silencer will be marked with the official paint. If not, the competitor will be penalised according to the above-mentioned rule (or other penalties given as provided for in the FIM Disciplinary Code).

The competent bodies or officials can disqualify at any time during the event a Moto/Quad/Trail, the construction or condition of which is considered to be or may become a source of danger.

Any refusal to present the vehicle to a control requested by the Technical Steward will be sanctioned up to disqualification.

#### **8.4 Technical Inspection at the end of the Event**

Without it being an obligation, a complete and detailed control involving the dismantling of the Moto/Quad/Trail of competitors ranking in the first places of each category, as well as of any other competitor, may be carried out at the complete discretion of the International Jury, either acting on their own initiative or following a protest, or on the advice of the Clerk of the Course.

If an engine must be controlled and completely dismantled and if there are not the appropriate technical conditions at the end of the rally, the Moto/Quad/Trail must be sealed and shipped to the country of the organising FMNR.

The disassembly and the control of the engine takes place with the representative of the manufacturer of the said vehicle, in the presence of a Technical Steward appointed for the event. The transportation costs are at the charge of the organiser.

### **8.5 Medical Control**

The procedure for Medical Control is described in the Medical Code.

### **8.6 Alcohol Control**

Further to an FIM alcohol testing procedure, if the result of the confirmatory test is above the permitted threshold, for details of the procedure to be followed, please refer to the Medical Code of the current year, art. 09.1.1 I. and appendix N “FIM Alcohol Testing Procedure”.

## **9. FUEL**

Transport of fuel in any other way than in fuel tanks designed for this purpose is forbidden.

In Europe, the fuel used, i.e. normal roadside unleaded pump fuel, shall be in accordance with the FIM Bajas Technical Rules.

Outside Europe, if the fuel available for the competitors in the country(ies) crossed does not comply the FIM specifications, the organiser will have to make the specifications of this fuel appear in the Supplementary Regulations, in conformity with the last paragraph of Article 63.01.2 of the FIM Bajas Technical Rules.

A fuel control may be carried out at any time during an event, according to Art. 63.05 of the FIM Bajas Technical Rules. A competitor whose fuel fails to meet the FIM Bajas Technical Rules will be disqualified from the whole event.

The competitor is liable for the reimbursement of the costs of the test and other penalties may be imposed.

All protests requesting a fuel control must be accompanied by a security deposit of 730 EUR paid to the FIM International Jury or the FIM.

## **10. BAJA HEADQUARTERS**

The Baja Headquarters (Baja HQ) must be fully operational before the start of the first competitor until the last competitor puts his vehicle in the parc fermé, without any break.

The persons present are:

- The Clerk of the Course and/or his deputy
- The person responsible for the GPS
- The person responsible of the tracking system
- The person responsible of the timekeeping
- The safety officer
- The person responsible of the civil protection
- The police or security representative
- The chief medical officer

It must be equipped with all the necessary transmission equipment for communication with, the medical cars, the sweeper truck (if any), start and finish of the Selective Sections, TC, CP etc in order to coordinate the entire management of the race.

It must be fully accessible to the FIM Officials and located as close as possible to the Service Park.

## **11. ROUTE**

A FIM Bajas World Cup Event must not last more than 3 days (administrative and technical checks and Prologue included), including 2 days of competition and a total distance of selective sections of at least 300 km and up to 600 km.

The route of the Event is secret until the Roadbook/GPS is distributed to the competitors.

The Route is divided into Stages that comprise one or several Selective Sections (SS) connected by Road Sections.

Throughout the duration of the event, the competitors must strictly comply with the traffic regulations of the countries through which the event passes.

Any competitor who does not comply with these requirements will be penalised as follows:

- a) 1<sup>st</sup> infringement: a time penalty equal to 30’;
- b) 2<sup>nd</sup> infringement: a time penalty of 1 hour;
- c) 3<sup>rd</sup> infringement: up to disqualification.

The police or officials who record any infringement of the traffic regulations by a competitor must inform him of it in the same way as for other road users.

Should they decide not to stop the competitor at fault, they may ask the organisers to apply the penalties, provided that:

- a) notification of the offence reaches the organisers through the official channels and in a written note, before posting of the classification of the Stage during which the offence was committed;
- b) the reports of the offence are sufficiently detailed to ensure that the identity of the competitor at fault is established without any doubt and that the places and times of the offence are perfectly correct;
- c) Traffic violations are not susceptible to diverse interpretations.

## **11.1 Reconnaissance**

The route of the Event is secret until the Roadbook/GPS is distributed to the competitors.

As soon as the Supplementary Regulations are published, or two months before the event, any form of route reconnaissance, whether by a competitor himself or by any other person in connection with a competitor, is strictly forbidden.

Reconnaissance is only permitted for the Prologue if authorised in the SR.

Possession of notes from the route or other information different from those given by the Organisation is forbidden. Penalty decision at the discretion of the FIM International Jury.

## **11.2 Roadbook, GPS and Arrows/Signage**

Only the GPS provided by the organiser are permitted. When an organiser distributes a GPS, the use of another GPS or any other navigation system is strictly forbidden with the risk of disqualification. Should the organiser not provide a GPS device, no GPS or electronic navigation device will be authorised.

### **11.2.1 Roadbook**

All competitors may receive a Roadbook (paper or electronic) which will indicate the official itinerary which has been reconnoitered and which will be “opened” and “swept”.

Each figure in the Roadbook is a WPP-type waypoint unless any other type of waypoint is indicated in the figure.

The only official route is the one in the Roadbook.

The Roadbook must be distributed on the morning of the stage in question, preferably at the start of the first selective sector of the day.

If the modifications could not be integrated into the Roadbook before its distribution, the preparation time may be extended to give the competitors

time to do so.

The distribution of the Roadbook must be preceded by a time control (CH).

The precise material conditions of this distribution will be detailed in the Supplementary Regulations of the event.

To help competitors, organisers may indicate direction and features of the route by means of arrows, tapes or painting. The Roadbook shall be, however, the only official document for the itinerary to be followed.

In the first Roadbook the complete list of symbols (according to the model at the end of the Appendices) must appear. The Roadbook of each Stage will have in its first pages the description of the Stage.

The modification notes in the Roadbook made by the organiser's opening team must be signed by the Clerk of the Course and posted on the official board at the latest at the opening of the briefing the day before the Stage concerned.

These notes complete the Roadbook by the addition of some information about directions and danger.

When competitor has the choice between the paper or electronic version of the Roadbook, the competitor will be solely responsible for his own choice, so no claim will be accepted as to the supposed advantage of one version over the other.

Concerning the electronic Roadbook, the competitor is held responsible for the proper functioning of this equipment.

In the event of a supposed failure of the devices (provided by the organizer), the competitor will have half an hour after his arrival time at the end of the stage to inform the Clerk of the Course. The latter will then have to commission a specialised technician who will draw up an analysis report.

This report will be given to the competitor (or his representative) as well as to the Clerk of the Course.

In the event of proven failure of an electronic device such as the Roadbook, the Clerk of the Course has the possibility of taking sporting decisions such as the modification of race time, considered re-bonus of time, reclassification, cancellation of sanctions, etc.

The Clerk of the Course must notify the competitors concerned and inform the FIM International Jury as soon as possible.

Competitors must, in all cases, adapt their riding to the conditions of the

terrain which will change frequently. The greatest attention must be always paid, whatever the type of route (Selective Sections, Road Sections, off track...). It will be possible to create “Slow Zones” in the Roadbook with limited speed in the portions of the selective sector comprising risks.

### **11.2.2 Arrows and signage**

In the event that there is no Roadbook and in order to help and to guide the competitors, the organiser must indicate the route and the dangerous areas with panels, arrows, tape indicating the directions and dangers (approach of a dangerous curve, holes, etc.). In the case when the organiser provides a GPS, this device must also show the same kind of information on its screen.

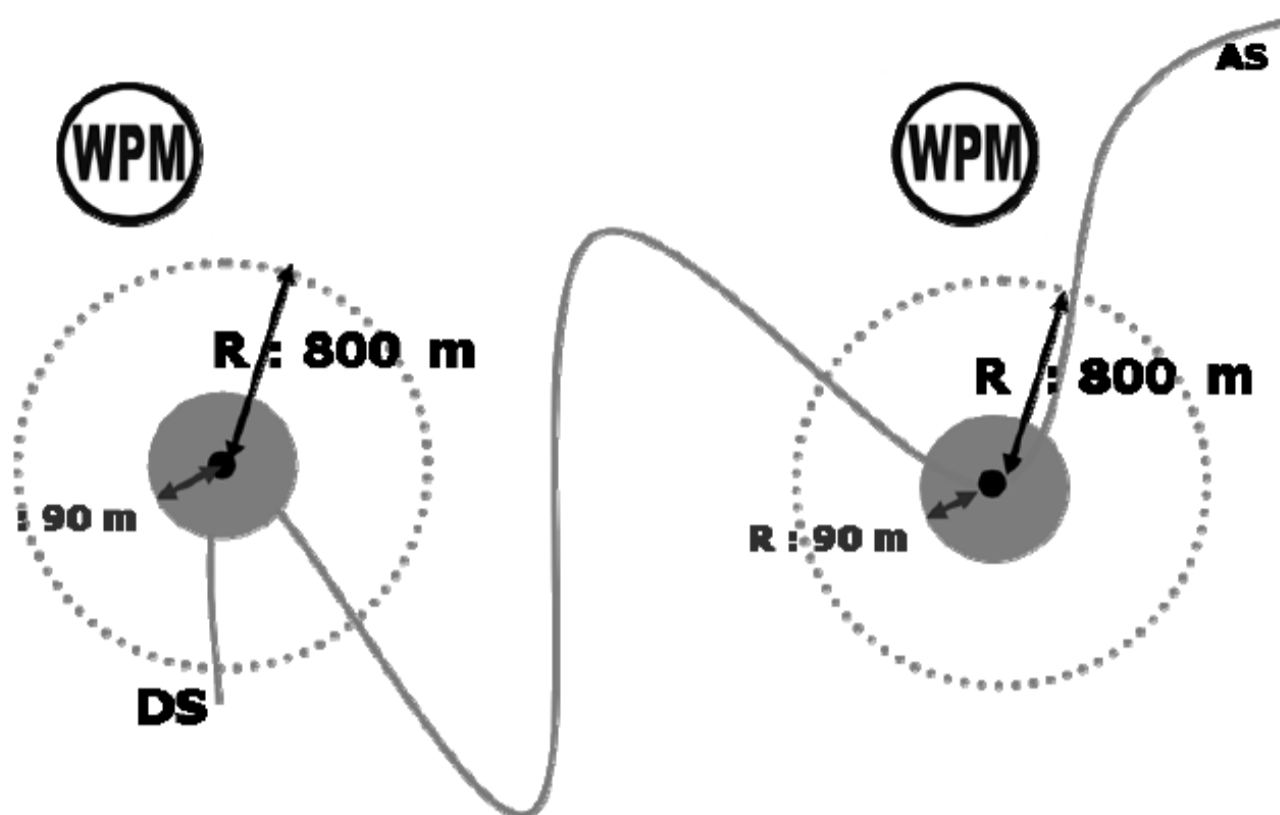
It is recommended that the person in charge of the course and of the signage is a former rally/Bajas competitor.

### **11.2.3 Waypoints**

A waypoint (WP) is a geographical point defined by longitude and latitude coordinates.

There are several types of waypoints:

- a) WPV (Waypoint visible): A waypoint whose coordinates are communicated in the road book. Moving to a visible waypoint, all information is displayed on the GPS screen. To validate a WPV, a competitor must pass within 200 meters of it.
- b) WPE (Waypoint Eclipse): A waypoint that becomes completely visible on the GPS once the preceding waypoint has been validated or within a radius of 1000 meters if the previous waypoint was missed. To validate a WPE, a competitor must pass within 90 meters of it.
- c) WPM (Masked Waypoint): A waypoint whose coordinates are not revealed to competitors. The GPS directs the competitor to this point only once within 800 meters of the latter. To validate a WPM, a competitor must pass within 90 meters of it (see diagram below).



- d) **WPS (Waypoint Security):** A waypoint used to guarantee the safety of competitors, indicated in the road book and whose coordinates are not revealed to the competitors. The GPS only directs the competitor towards this point once he has arrived within a radius of 1000 meters of the latter. To validate a WPS, the competitor must pass within 30 meters of it.
- e) **WPC (Control Waypoint):** A Control waypoint is a waypoint which allows verifying the respect of the Roadbook, without any information of navigation being provided by the GPS other than the order of passage compared to the other waypoints or boxes of the Roadbook and its name.

In addition, the organiser will use as many WPCs as needed to avoid any possibility of shortcuts.

To validate a WPC, the competitor must pass within 300 meters of it.

- f) **WPP (Precise Waypoint):** A WPP is a waypoint that allows to precisely check the respect of the Roadbook follow-up on the tracks, without navigation information provided by the NAV-GPS. Its number and its order of passage in relation to other waypoints are only shown in the waypoint list of the road book.
- g) **WPN (Navigation Waypoint):** The argument for this validation radius of 200 m is to allow the competitors more freedom to validate a WPN especially in off-piste or dunes. The organiser will define the exact position during his reconnaissance and doing so he will consider the

ground (gravel, sand, etc) for location of the waypoint. Even when doing so, in the dunes, with many vehicles passing the waypoint the situation may change (e.g., vehicles get stuck, the dune may change, etc.) during the event. The organiser may use this waypoint to prevent competitors from avoiding challenging routes (e.g., dunes) or navigation difficulties. The GPS directs the competitors to this point once they have entered a radius of 800 meters from it.

In all circumstances, the table below must be respected as to the radius of opening and validation of waypoints.

The value of the waypoints indicated in the table below may be redefined in the SR or each day on the first page of the road book or in the modification note of the day.

	WAYPOINTS	OPENING RADIUS	VALIDATION RADIUS (IN METERS)	PENALTY FOR MISSED WP
NAVIGATION WP	WPE	Prev (1000 m)	90	15 Minutes
	WPN	800 m	200	60 Minutes
	WPM	800 m	90	15 Minutes
	WPS	1000 m	30	15 Minutes
	WPC	None	300	15 Minutes
	WPP	100 m	20	2 Minutes
	PC	Prev (1000 m)	90	15 Minutes
ZONE WP	WPV	Open	200	15 Minutes
	DZ	(1000 m) Prev	90	15 Minutes
	FZ	Prev (1000 m)	90	15 Minutes

Prev (1000 m): previous waypoint or within 1000 m if the previous waypoint was missed.

1000 m (Prev): Within 1000 m or previous waypoint by the shortest distance.

At each waypoint, the odometer can be recalibrated automatically.

### 11.3 Checking procedure

Throughout the duration of the Event, competitors are responsible for the correct functioning of their GPS(s) provided by the organisers. The GPS(s) must be switched on and connected permanently to their power supply and aerials throughout the entire stage. All actions caused by competitors (loss, destruction, switching off etc.) making it impossible to read the GPS

and/or all attempts at fraud or manipulation noted will result in penalties to be decided by the FIM Jury may be up to disqualification.

In the case of a protest, accompanied by the appropriate deposit, the competitor has half an hour after notification to make a written protest to the Clerk of the Course. The GPS(s) will then be dismantled and sealed by a specialised technician and in the presence of a technical steward in the presence of the competitor (or his representative) before being examined by a technician who will hand his report to the Clerk of the Course and to the competitor.

## **12 STAGES**

Each part of the Event that is separated from the next by stopping time of at least 6 hours, except for Prologue.

The distance in km of the daily Stages must be adapted to the difficulties of the terrain, in such a way that the competitors may reach the end of the last Selective Section by daylight in normal racing conditions.

## **13. PROLOGUE**

The organisation of a Prologue compulsory and all competitors must take part in it. The classification of the Prologue determines the starting order of the next Stage. Penalties imposed during the Prologue concern only the General Classification. The Classification of the Prologue also count for the General Classification.

It will be run in the form of a Selective Section, with a maximum of 10 km. The Supplementary Regulations must specify whether reconnaissance of the Prologue is permitted and in what form, and the maximum time allowed to complete it.

Any infringement will be penalised at the discretion of the FIM Jury on the proposal of the clerk of the course.

### **13.1 No start or abandon in the Prologue**

The time of the Prologue will determine the start order for the following stage.

Abandon:

Competitors that fail to finish the Prologue due to breakdown or other circumstances will take the start in the 2<sup>nd</sup> Stage. This competitor will receive a penalty that will be the maximum time of the Prologue plus a 15 minutes penalty.

No start:

Only in duly acceptable cases of force major may the FIM International Jury authorise a competitor that has not participated in the Prologue to take part in the 2<sup>nd</sup>. This competitor will receive a penalty that will be the Maximum Time of the Prologue plus a 30-minute penalty.

## **14. SELECTIVE SECTIONS (SS)**

The minimum distance of the cumulated Selective Sections must be of 300 km for the whole event.

The minimum distance of the cumulated Selective Sections per day must be of 100 km (not applicable for the Prologue day).

Selective Sections are run on tracks and sections of “road” open to the public. The greatest care is recommended in relation to other possible users.

The Selective Sections must be such that all the competitors can complete them entirely during the daylight in normal racing conditions.

It is forbidden to give the start of a Selective Section at night.

It is forbidden to deliberately block the passage of Moto/Quad/Trail or prevent them from overtaking.

It is forbidden for competitors to ride in the opposite direction of the Selective Sections, under threat of penalty which may result in disqualification from the event.

### **14.1 Start of a Selective Section**

At the start of a Selective Section, when the Moto/Quad/Trail comes to a stop in front of the starting control, the timekeeper on duty will enter on the time card of the competitor the true starting time of the Moto/Quad/Trail concerned (hour and minute), then will call out the last 30 seconds, 15 seconds and last five seconds one at a time. After the last five seconds, the starting signal will be given and this must be immediately followed by the starting of the Moto/Quad/Trail. A countdown clock or a system of lights can also be used.

Remaining for more than 30 seconds on the start line, after the starting signal, will incur a penalty of two minutes.

Any competitor refusing to leave at the start of a Selective Section at the time and in the position that have been allotted will be penalised, possibly by

disqualification from the event.

The start of a Selective Section at the time indicated on the time card can be delayed by the timekeeper.

A start made before the official has given the signal will be penalised by one minute. This penalisation does not rule out more serious sanctions that may be applied by the FIM International Jury, particularly in the case of a repeated offence.

When a competitor is unable to present his Moto/Quad/Trail with his engine running at the start of a Selective Section, the penalty shall be one minute per minute of lateness.

## **14.2 Arrival of a Selective Section**

The arrival at the Selective Section will be judged at speed, with the panels being arranged as follows:

- a) yellow chequered panel (start of zone)
- b) after about 100 metres, red chequered panels (arrival at speed)
- c) at a distance of 150 to 300 metres, 2 red panels (timepiece and STOP)
- d) finally, 100 metres further on, final beige panel with 3 crossbars.

A voluntary stop between the yellow warning panel and the STOP panel is prohibited, under threat of penalty that may result in disqualification from the event. Timing is recorded on the finish line, with printer-type clocking-in equipment. The latter will be duplicated by hand-held stopwatches.

At 150 to 300 metres after the finish, the competitor shall stop at a time check signalled by a red clock and a red STOP panel. The timekeeper on duty will enter on the time card the arrival time (hour, minute and second), which will also be the starting time for the following Road Section (hour and minute). Any competitor not stopping at the STOP panel to enter his time will be penalised, up to disqualification.

The arrival times are recorded on the basis of seconds.

If a “ceremonial finish” is planned at a different location from the actual finish, the details of the procedure regarding Time Control etc, must be stated in the SR.

## **14.3 No start or abandon in a Selective Section**

The competitor who started but did not arrive in the maximum time allowed or who did not finish a Selective Section will be penalised as follow:

Maximum time allowed for the Selective Section + 2 hours penalty The

competitor who does not start will receive 3 hours penalty.

## **15. STARTING ORDER**

### **15.1 General**

In Car/Moto/Quad/Trails Events, it is strongly recommended to separate physically the car and the Moto/Quad/Trail/SSV race. For example when the Moto/Quad/Trail run SS1, the car can run SS2 and then exchange this order. If that is not possible and the car and Moto/Quad/Trail must run at the same time the same SS the minimum time between the ideal start time of the last Moto/Quad/Trail and the start of the first car must be 60 minutes. By no means can a competitor start once the first car has started.

Any lateness in arriving at the departure of the Prologue, a Selective Section or a Stage, will be penalised at the rate of one minute for each minute of lateness. Beyond 1 hour lateness, the start will be refused.

If a stage has more than one Selective Sections, the start of the second Selective Section will be given in the order of arrival of the previous Selective Section. The first ten competitors will start one by one every two minutes; the others will start again (one by one or two by two) from minute to minute or 30 seconds in 30 seconds.

If a step comprises a Selective Section divided into two sections separated by a link, the start of the second section will be given in the order of arrival of the previous Selective Section, gaps maintained at the second. For each competitor, the starting time of the second leg will be calculated as follows:  
arrival time of the first leg + time allowed for the Road Section  
+ 5 minutes.

In the case of a regrouping, the starting order will be that of the arrival at the time check. The first ten competitors will start one by one every two minutes. The others will start (one by one or two by two) minute by minute or 30 seconds by 30 seconds.

In case of security problems, the Clerk of the Course can modify the starting orders.

### **15.2 Prologue**

The order and the starting procedures of this Prologue will be left to the initiative of the organisers and published in the SR. It is not possible to leave the choice of starting order to the competitors.

### **15.3 First Stage**

The start order for the first stage will be determined according to one of the two below method:

- Selection of the position from the Top 10 riders classified at the prologue according to Art. 15.3.1
- According to the overall classification of the Prologue.

#### **15.3.1 Starting Order after selection of positions for top 10 riders**

The first ten competitors of the Prologue will choose their starting order for Stage 1 among the first 10 places.

The remaining riders will be classified in the order of the Prologue from eleventh place on the stage start list.

Procedure for choosing the starting position:

- The first ten competitors of the Prologue must be present to make their choice;
- They will be able to choose their starting position in the 10 first places of the starting list;
- The tenth ranked competitor will choose a position in the top 10 places of the start list. If he chooses a place occupied by another competitor, the latter will see his position shifted (priority towards the first places on the list);
- The competitor classified ninth will then choose a position in the first 10 places of the starting list according to the same procedure;
- The competitor classified eighth will in turn choose his position and so on until the competitor who has set the best time in the Prologue.
- If several competitors are absent to make this choice, they will be placed in the places remaining free in the reverse order of the Prologue classification.

### **15.4 Second Stage**

The starting order of the second Stage will be made in the order of the Selective Sections overall classification, or the accumulation of the Selective Sections of the precedent Stage. The first ten competitors will start one by one every two minutes; the others will start (one by one or two by two) minute by minute or 30 seconds by 30 seconds.

## **15.5 Change in the start order**

For safety reasons, at the end of each stage, the Clerk of the Course may reposition a competitor (or change the time interval between vehicles), after informing the FIM International Jury.

In no case can such a repositioned competitor start in front of a competitor appearing among the first fifteen of the said category in the starting list of the next stage.

## **15.6 Moto/Quad/Trail not in condition to start**

At the start of a Stage or of a Selective Section, if the Technical Stewards/ FIM Technical Delegate note that a Moto/Quad/Trail is manifestly in a condition which is incompatible with normal use, they must immediately inform the Clerk of the Course, who may call for its condition to be rectified.

In this case, the time taken, in minutes, to perform the work shall be considered as so many minutes of lateness recorded over a Road Section. In order to prevent the competitor from trying to make up his lost time after the repair, the competitor shall be given a new starting time, provided that the first car has not started (if applicable) or the TC is not closed.

## **16. ASSISTANCE, TOWING AND REFUELLING**

### **16.1 General**

Assistance and towing of a competitor, on the Road Sections or Selective Sections of a machine still in the race can be done only by the competitor himself or vehicles/persons officially entered in the race. All infractions will incur penalties up to and including disqualification from the race.

A competitor is responsible for his assistance and/or mechanic. Any irregular behaviour of the assistant and/or mechanic during the event (verifications, liaison, authorized assistance park, parc-fermé, paddock, etc.) will result in a penalty for the competitor.

The use of radio sending-receiving equipment or HF, VHF, CB, radio and telephone receivers may be regulated. The banning or limits must be specified in the Supplementary Regulations.

### **16.2 Assistance Park**

The organiser can specify, in the Supplementary Regulations, specific Assistance Park areas, marked on the Roadbook. Only vehicles and their crew identified as “Assistance” can enter this area and work on the

Moto/Quad/Trail.

The maximum speed allowed in the Assistance Park is 30 km/h.

### **16.3 Forbidden Assistance**

The following are forbidden, on pain of penalties up to and including disqualification:

- 1) The transport of parts and/or personal effects or assistance, transport or towing by a vehicle and/or a person other than a car, moto, SSV or truck officially entered in and still in the race and their crew.
- 2) All assistance in an enclosed place, closed or guarded, even if this place is situated within the area of the Assistance Park. A tent is not considered as an enclosed place.

### **16.4 Refuelling**

The maximum distance between two refuelling point must be of 125 km maximum.

Refuelling can only be made at the official refuelling points indicated by the organisers.

No fuel or any inflammable liquid may be carried other than in a tank or container permanently attached to the machine. The Technical Steward can carry out the test on the spot.

Each refuelling in the course of a Selective Section will be a subject to neutralisation. The duration of this neutralisation for refuelling must be defined in the Supplementary Regulations of the event.

The engine must be stopped during refuelling.

During the refuelling, each team must have a portable extinguisher (A.B.C. polyvalent powder) of 5 kg minimum, in the proximity of the refuelling post (max. 5 m distance). The lack of extinguisher will lead to a penalty of 100 EUR.

The use of an environmental mat is obligatory at the place where servicing and refuelling is authorised by the organiser. The penalty for breach of this regulation will be a fine of 100 EUR for each offence.

The minimum dimensions of the mat will be at least equal to the wheelbase of the Moto/Quad/Trail and of the width of the handlebars. This mat will be composed of a waterproof sole and of an absorbent textile.

Any welding work in refuelling areas is forbidden.

The penalty for not respecting the above-mentioned rules on refuelling and on the refuelling areas is disqualification (or other penalties given as provided for in the FIM Disciplinary Code).

In the case the refuelling zone is not an assistance zone, all external assistance on a machine is forbidden during refuelling on pain of penalties at the discretion of the Clerk of the Course. Only competitors are allowed to help other competitors.

The organiser must provide an Assistance Roadbook in order to guide the assistance crew. The organiser must make sure that the assistance crew can travel to the assistance zones with a schedule that permit to respect the road speed limits.

## **17. TIME CARD**

1. At the start of each Stage, the competitors will receive a time card on which are indicated the times allotted for covering each Road Section and the maximum times authorised for each Selective Section. Each time card will be returned to the timekeeper at the finish of each Stage and replaced by a new time card at the start of the next Selective Section. The competitor alone shall be responsible for his time card.
2. Any correction or alteration to the card which has not been approved in writing by a controller shall result in disqualification from the event.
3. Presentation of the time card at the various checks and the exactness of the entries thereon shall be the entire responsibility of the competitor. Only timekeepers shall be authorised to enter a time on the time card, either by hand or with a time-printer.
4. Competitors are obligatorily required, under threat of penalty which may result in disqualification from the event, to be checked-in on passing all the points mentioned on the time card, and in the order in which they are listed.

The absence of the visa to any control whatsoever will result in a fixed penalty, possibly disqualification from the event as indicated in the Supplementary Regulations or the Roadbook. These fixed penalties can vary from one Stage to another.

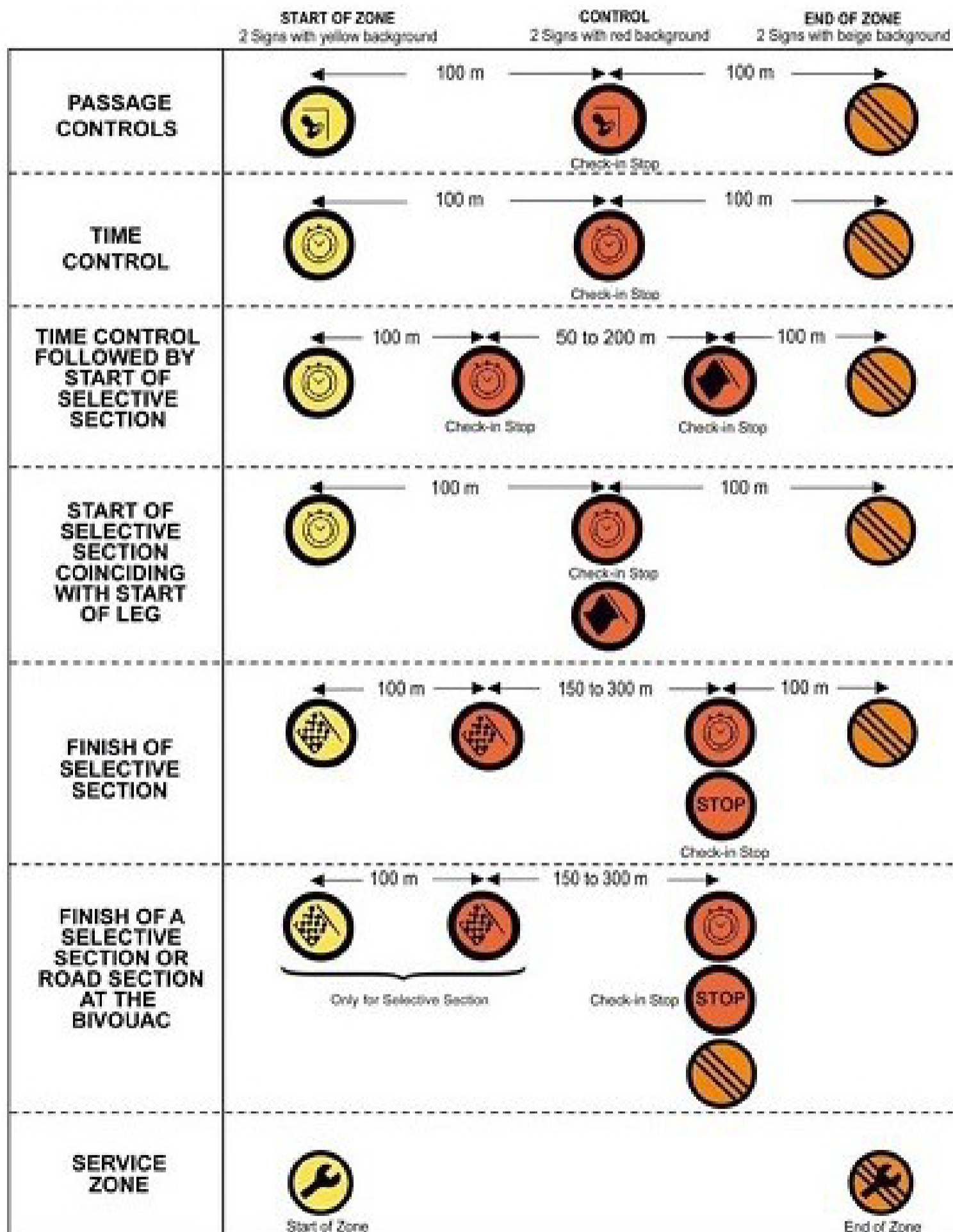
The loss of a time card results in a penalty of five minutes.

5. A competitor cannot present his time card at a control without his Moto/Quad/Trail.

## 18. CONTROL ZONES

All controls must be passed in the order defined by the organiser.

All controls, i.e. time checks, start and finish of Selective Sections, Passage Control, Crossroads Control will be indicated by means of standardised panels as follows:



1. Unless the Clerk of the Course decides otherwise, the check posts are operational one hour before the ideal hour of the passage of the first competitor. They will cease to operate one hour after the ideal hour of the last competitor, considering:
  - his starting time
  - the allotted time
  - the delay from event disqualification
  - the maximum time authorised

2. The start of the control zone is indicated by a warning panel with a yellow background. At a distance of about 100 m, the position of the control point is indicated by a panel with a red background. The end of the control zone, approximately 100 metres further on, is indicated by a final panel with a beige background and three black cross-bars.

The panels must always be found on the right of the control zone. The width of this zone should not exceed 15 m. In the areas where different accesses are possible, it is compulsory to delimit this width by a double official sign.

3. Any control zone, i.e. any zone between the first yellow warning panel and the final beige panel is considered as a Parc Fermé. The duration of the stop must not exceed the time required for the control operations.
4. It is strictly forbidden to enter or leave a control area from any direction other than that prescribed by the itinerary of the Baja or to re-enter a control area once checking in has taken place at this control, on pain of:
  - a) 1<sup>st</sup> infringement: 10 min
  - b) 2<sup>nd</sup> infringement: 1 hour
  - c) 3<sup>rd</sup> infringement and following: 3 hours.

These penalties also apply to the competitor who re-enters a control zone when his time card has already been stamped.

5. The ideal time for clocking-in is the sole responsibility of the competitors. The official time is the GPS time.
6. The competitors are required, under threat of penalty which may result in disqualification from the event, to follow the instructions of the chief of the control point.

## 19. SPEED CONTROL ZONES

In the zones defined as Speed Control Zones, the speed of the competitors, in the Road Sections as well as in the Selective Sections, will be limited; the value of this limitation will be indicated in the Roadbook. Moreover, it is the responsibility of the competitor to adapt his speed to the local population and the traffic.

These zones will be marked on the Roadbook by a box marked “DZ” (start of the zone), a FZ box (end of the zone) and the maximum speed allowed. The absence of indicating signs for speed cannot give cause for protest. The buzzer or alarm signal is not official information to indicate the Speed Control Zone. If there is an audible and/or visual alert, it must be triggered at 5km/h before the instruction.

All the liaison zones will be considered as “Speed Control Zone”.

In some cases, when the competitors have to reduce their speed significantly, at the crossing of a road for example, a speed control zone (DZ - FZ at 40 km/h) will be defined.

Overtaking is authorised, on condition that the maximum speed authorised in the zone is not exceeded.

Speed controls will be done by means of the GPS.

In a Speed Control Zone, if the speed limit is exceeded, a signal can appear on the GPS screen to indicate excess speed with a recording of this.

A deceleration area of 90 metres around the start of the zone as well as an acceleration area of 90 metres around the end of the zone will be allowed.

A Speed Infringement (SI) is made when the maximum speed is exceeded once or several times in the same Speed Control Zone.

When speeding, a pulse signal is recorded in the GPS every 150 m or every 10 seconds. Each infringement is independent and will be penalized as follows without any multiplication coefficient linked to repetition (IMP = Impulsion).

- From 1 to 5 km/h: IMP x 10 seconds
- From 6 to 15 Km/h: IMP x 1 minute
- From 16 to 40 km/h: IMP x 2'
- more than 40 km/h: IMP x 6'

Example: Zone limited to 40 km /h. A competitor passes the first two pulse

signals at 70 km/h then the 3<sup>rd</sup> at 52 km/h, the 4<sup>th</sup> at 43 km/h; the other ones are below the limit.

Calculation: (2 x 2 minutes) + (1 x 1 minute) + (1 x 10 seconds).

Total of the penalties: 5 minutes and 10 seconds.

The controls will be ordered by the Clerk of the Course or the FIM International Jury and executed by a GPS technician in the presence of an official or a Judge of facts.

The FIM International Jury can give an additional penalty (from warning to a sports penalty) if the relapse of speeding is considered intentionally.

### **19.1 Penalty for category related speeding**

Reminder:

The maximum speed is set at 160 Km/h for Moto, 130 km/h for Trail and Quads.

Conditions for applying penalties resulting from exceeding the speed related to the category:

- Penalties will only be applied from the second impulse.
- Each impulse, starting from the second, will be penalised by one minute.
- Each infraction is independent and will be penalised as above with no multiplication coefficient linked to repetition.

### **19.2 Start of the Control Zone**

The entry of a speed control zone recorded in the GPS will be indicated on the road book by a box marked “DZ” and by a waypoint DZ as defined by the table of the waypoints (art<sup>o</sup> 11.2.3).

90m before this GPS point the competitor will be informed by his GPS that he is approaching a Speed Control Zone (deceleration).

The 90m situated after the GPS point, is considered as a deceleration zone (zone of tolerance), before entering in the control zone.

### **19.3 Speed Control Zone**

The control zone will appear permanently on competitors’ GPS screens, meaning that they can in no way claim not to know either the entrance or exit of the zone. The speed of a competitor will be limited to the maximum speed allowed between the point of entry and exit point of the zone, regardless of the route taken between these two points.

## **19.4 End of Control Zone**

The end of the Speed control zone with a GPS will be indicated on the road book by a box marked “FZ” and by an eclipse waypoint (WPE). Around this point with a radius of 90 meters a zone of tolerance will be set to avoid any arguments concerning the measuring of speed. In this zone, the competitor may accelerate again.

## **20. CUTS AND SHORCUTS**

Considering that each figure in the roadbook is a waypoint, it is mandatory to follow the route indicated in the roadbook.

All waypoints used in the event must be defined in the SR, as well as the penalties to be applied in case of non-validation.

## **21. TIME CHECKS**

At the time checks at the start of a Stage or the start of the Selective Section, the competitors are not allowed to clock-in in advance. Any lateness between the true time and the ideal time of clocking-in will be penalised on the basis of one minute per minute or fraction of minute. Further to 30 minutes lateness, the competitor will not be allowed to start.

At the time checks at the end of a Stage as well as in the Parc Fermé at the end of the event, the competitors are allowed to clock-in in advance, without penalties. Up to the closing of the time checks, any lateness between the true time and the ideal time of clocking-in will be penalised on the basis of one minute per minute or fraction of minute.

After the closing of the Time Check, the competitor will be refused to start for the next SS, but will not entail disqualification.

A 30 minutes penalty will be imposed for the delay in this control, adding the penalty for not taking the start in the following SS and adding the maximum time authorised for the Selective Section not completed.

At the time checks, the control officials on duty will indicate on the time card the time of presentation which corresponds to the precise moment when the competitor presents the time card to the controller. The card will be stamped only if the competitor, together with his Moto/Quad/Trail, is in the immediate vicinity of the control table.

The clocking-in procedure starts at the moment when the Moto/Quad/Trail passes the panel marking entry into the time check zone.

Between the panel marking the entry of the zone and the control point, the competitor shall not be allowed to make any stop or adopt an abnormally

slow speed.

The ideal clocking-in time is obtained by adding the time allotted to cover the Road Section to the time of starting this section. These times are indicated in hours and minutes and are always expressed in the form: 00.01 to 24.00.

The competitor will not incur any penalty for early arrival if the time of entry of the Moto/Quad/Trail into the control zone corresponds to the ideal minute for clocking-in.

Any non-observance of the above rules for the clocking-in procedure (in particular the entry into the control zone more than one minute before the effective clocking-in time), is subject to a written report to the Clerk of the Course by the Chief of the control point.

1. If a timed Selective Section is followed by a Road Section, the clocking-in time figuring on the time-card constitutes both the time of arrival at the end of the Selective Section and the starting time of the new Road Section.
2. When a time check is followed by the start of a Selective Section, the two points will be combined in a single control zone, for which the panels are arranged as follows:
  - a) yellow panel with chronometer (start of zone)
  - b) after approximately 100 m, red panel with chronometer (time check-point)
  - c) at a distance of 50 to 200 metres, red panel with flag (start of Selective Section)
  - d) finally, 100 metres further on, final beige panel with three black cross-bars

At the time check at the finish of the Road Section, the timekeeper will enter on the time card firstly the clocking-in time of the competitor, and secondly the expected starting time for the Selective Section.

He must observe an interval of five minutes between the clocking-in time and the expected starting time for the Selective Section.

The timekeeper can modify the starting time. In this case, the starting time of the Selective Section prevails.

All distances defining the Time Checks are approximate and in no case can be subject to complaints.

## **21.1 Maximum Time Allowed**

### **1. Road Section - Start and Finish**

A target time is given for each Road Section, with a maximum time allowed. Any competitor exceeding this target time will incur a penalty of one minute for every minute late, up to the maximum time allowed.

### **2. Selective Section**

Selective Sections will be run in real time, with a maximum time allowed. Competitors checking-in after this maximum time will incur the fixed penalty.

## **21.2 Changing of the Maximum Time Allowed**

If, at the end of the stage, most competitors having started the stage have not crossed the finishing line of the Selective Section, the maximum time allowed may be revised on the suggestion of the Clerk of the Course, at the discretion of the International Jury.

## **22 PASSAGE CONTROL**

For each Stage, significant compulsory passage points, materially (or virtually) located and identifiable on the maps provided by the organisation, will be mentioned in the Roadbook/GPS (if applicable) and precise drawings will be represented by the CP sign.

The passage will be timed to the second and noted on a passage sheet by the person in charge of the post.

### **22.1 Closing time of Passage Control**

The closing time of passage controls will be decided taking into account:

- the distance run since the start of the section concerned,
- the average time of the section considered (Selective or Road) imposed by the maximum time allowed, the individual time of the last competitor increased by 60 minutes.

This closing time shall be mentioned in the Roadbook or bulletin.

## **23. CROSSROADS CONTROL**

Intersections controls will be represented by the CI sign. They will be placed at all the crossroads opened to traffic. They will be indicated by panels as follows:

- a) yellow panel with “CI” sign at 200 metres from the intersection
- b) after approximately 100 m, red panel with “CI” sign. Intersection, - be ready to stop
- c) finally, 100 metres further on, final beige panel with three black cross-bars – end of zone

The competitor will have to be prepared to stop in case of instructions by the Chief Post Control Marshal and/or the Police. When given authorisation to cross the intersection, the competitor can drive on.

Any infringement at the control post may entail a penalty of up to exclusion at the discretion of the FIM International Jury.

## **24. REGROUPING**

The purpose of regrouping is to reduce any rather large gaps between competitors arising as a result of delays and/or abandonments.

On arrival at the regrouping, the competitors will hand the timekeeper their time cards. They will receive instructions regarding their time of departure.

They must then immediately ride their Moto/Quad/Trail directly to the Parc Fermé.

## **25. FIXED PENALTIES**

A fixed penalty is assigned for exceeding the maximum authorised time or for not having respected certain sporting rules.

All the Fixed Penalties must be defined in the SR.

## **26. PARC FERMÉ**

The Parc Fermé is an enclosed and fenced area, preventing unauthorised persons from entering. Its limits must be clearly marked out and supervised by a sufficient number of officials to ensure that only authorised persons may enter or have access to the vehicles. It must have one clearly marked entrance and exit but no other entrances or exits. Officials in charge of the closed-controls must wear a distinctive emblem recognised by all persons concerned and the competitors in particular.

### **26.1 Principle**

The Moto/Quad/Trail will be under “Parc Fermé” orders:

- a) as soon as they enter a starting, regrouping or end-of-Stage park, and until their departure from these, if they are provided. Parc Fermé after the

Preliminary Technical Inspection is compulsory.

- b) as soon as they enter a control zone and up to their departure from it.
- c) as soon as they arrive at the end of the Rally and until expiry of the period for protest. In case of a protest, the Parc Fermé system stays until the decision of the International Jury concerning the protest.
- d) during the transport, the Parc Fermé ruling shall apply.

Any failure to observe “Parc Fermé” orders can result in disqualification from the event.

In case of “Parc Fermé” during the race, a time of assistance must be defined and therefore a time limit of entry into the park. Beyond this time of assistance, the competitors will receive a fixed penalty which must be defined in the SR.

## **26.2 Access**

Access to any Parc Fermé is forbidden to everyone except the FIM International Jury members, certain officials designated for duty, and competitors who wish to park or take out their Moto/Quad/Trail.

Competitors can enter and exit their Moto/Quad/Trail from the Parc Fermé with the engine running.

After parking his Moto/Quad/Trail in the Parc Fermé, the competitor shall immediately leave the park, which from then on may not be entered.

In order to leave a Parc Fermé for starting, regrouping or end of a Stage, the competitor shall be authorised to enter the Parc 20 minutes before his departure time.

## **26.3 Rules**

In the Parc Fermé, it is forbidden for a competitor, under penalty of disqualification (or other penalties given as provided for in the FIM Disciplinary Code) from the event:

- to refuel
- to make any repairs
- to touch the Moto/Quad/Trail of any other competitor.

As an exception to the Parc Fermé status, but subject to the responsibility of an official, a competitor may, in the Parc Fermé for starting, regrouping and end of Stage, change or overhaul, by his own means, a damaged headlight or rear lights.

These repairs must be fully completed before the starting time.

Competitors must use one environmental mat in the Parc Fermé in order to protect the ground from dropping liquids (oil, chain spray, fuel, etc.). If environmental mats are not provided by the organiser, this must be written in Supplementary Regulations.

## **27. MEDICAL EQUIPMENT**

A medical car with one doctor and one paramedic and in permanent radio contact with the Clerk of the Course and the Baja HQ must be provided for Selective Sections at the following points:

- start of a Selective Section
- maximum every 125 kilometres
- finish of the Selective Section.

It is recommended that the doctors and paramedics are equipped with a 4-wheel drive vehicle or quad or Fast Intervention Vehicles. The medical staff must be identified with a dedicated bib or clothing.

## **28. SAFETY EQUIPMENT**

At the site of the first liaison start of the Stage (or the start of the Selective Sections, if no liaison), the technical crew responsible of the GPS, Tracking System and Vehicle-to-Vehicle Communication System (Sentinel) must be present prior the start in order to check their equipment and connectors. The competitors must go through this checking procedure.

The competitor's responsibility is to ensure that all electronic devices are working properly before the start. A competitor who has a technical problem with his device/instrument (GPS, Tracking System, Vehicle to Vehicle Communication System (Sentinel), Trip meter (odometer)) can fix it with the help of the technician present. He must absolutely do it before his start time.

The Organiser will add 15 minutes to the time of the liaison to allow the intervention of the technician. In any case, the starting order of the first 15 will not be changed.

If the problem persists, the competitor will start as planned and will carry out the repair after the start area.

### **28.1 GPS**

Device allowing the control of the respect of the official route and the Speed control zones.

The GPS is provided by the organiser and its use is compulsory.

This equipment must be mounted according to the instructions supplied. It is the competitors' responsibility to correctly install the necessary mechanical and electrical elements before technical scrutineering and that with the aid of the installation kits purchased from the supplier mentioned in the Supplementary Regulations. The electrical supply must be protected by a 2-amp fuse and give a steady continuous current of between 9 and 30 volts. The mechanical mountings must be flexible and use the silent blocks supplied.

This equipment is personalised, with a series number attributed to a competitor. No changes may be made without authorisation from the GPS supplier. Any exchange of equipment between machines is forbidden on pain of penalties up to and including disqualification from the race.

All navigation equipment of whatever type is controlled, especially GPS. The act of bringing or possessing any system not explicitly mentioned in these regulations is forbidden and will result in disqualification from the race and irrespective of the mode and technology used to evaluate or estimate one's position.

For the duration of the Event, the competitor is held responsible for the proper functioning of his GPS. It must be in operation and remain permanently connected, power and antenna connected, throughout the duration of each stage. Any incident caused by the competitor (loss, destruction, de-tensioning etc.) and/or any attempt of fraud or manipulation found will result in a penalty decided by the International FIM Jury and up to and including disqualification.

## **28.2 Inflatable jacket and other protections**

For the entire course, the wearing of a waistcoat or airbag jacket, back and chest protection is compulsory, under pain of disqualification. The airbag system must comply with FIM standards.

The list of airbags is available on: <https://www.fim-moto.com>

The passive protections must be certified as follows:

- Chest: standard EN1621-3
- Back: standard EN1621-2

These protections can be worn separately or combined in a single product.

At the start of each stage, the competitors must take one (or 2 depending on the model of his equipment) spare cartridge(s) for his airbag.

It is the responsibility of the competitor to ensure that the airbag is operational at the start of the selective sector:

- Sufficient battery level
- Gas cartridge changed in case of previous activation

The neck-brace is not compatible with the airbag and is therefore prohibited.

If the airbag is inflated during the first part of a special stage, the competitor may continue the selective sector until refuelling, where he must then replace his used cartridge(s). If the airbag is inflated after refuelling or if the selective sector does not include refuelling, the competitor may complete the selective sector in this way and must replace the used cartridge on arrival at the Assistance Park.

Checks may be carried out at the start of the selective sector as well as at the refuelling.

Under no circumstances may the competitor turn against the FIM or the organiser in the event of a malfunction of the airbag.

### **28.3 Camel Bag**

For the entire course, the wearing of a camel bag with the capacity of (at least) 2 litres of drinking water, is compulsory, under pain of disqualification.

### **28.4 Tracking System**

This Tracking System is provided by the organiser and its use is mandatory.

A complete tracking and safety system, which includes all transmission methods known (phone, SMS, Data) type “Iritrack” is compulsory for each competitor.

Throughout the Bajas, competitors are responsible for the correct functioning of their Tracking System. It must be functioning and stay permanently connected, with power cables and the aerial connected throughout the length of each Stage. Any incident caused by the competitor (loss, destruction, being switched off etc.) and/or all attempts of a fraudulent nature or manipulation will result in penalties, up to disqualification, to be decided upon by the International Jury.

### **28.5 Vehicle to Vehicle Communication System**

This Alarm System is provided by the organiser and its use is mandatory.

For mixed Car-Moto/Quad/Trail Events only, and with a view to making overtaking safer, a Vehicle-to-Vehicle Communication system, type “Sentinel” (device

that signals to a competitor that he can be overtaken) is compulsory.

This system must function the whole time during a Stage: the switching on of the equipment is the responsibility of the competitor. In all cases where the system is not functioning, the competitor concerned will incur a one (1) hour penalty.

Any Vehicle caught by another must make the necessary move to allow itself to be overtaken. Once a Competitor has received 3 requests to overtake outside of a Speed Control Zone, from the same Competitor, within a period of less than 45 seconds, the Competitor must make every effort to facilitate the overtaking of the requesting Competitor within 60 seconds of the third request. A Competitor who is caught and does not allow the requesting Competitor to pass within the above time limit will be subject to the follow Sporting penalties:

- First offense - 3 minutes,
- Second offense - 7 minutes
- Third offence – 10 minutes

Beyond the third offence, will receive penalties up to and including disqualification from the event, to be decided upon by the FIM International Jury.

## **28.6 Forbidden equipment**

Only digital screens provided by the organisation (GPS, TRIP, Roadbook etc.) will be allowed to be fitted on vehicles. No other digital screens can be installed without the previous authorisation of the FIM Technical Director or the Chief Technical Steward.

All sending-receiving equipment; HF, VHF, CB, or any other communication means are forbidden on the vehicle.

For safety reasons only, the presence of a satellite telephone and/or a GSM phone is authorised. The number(s) must be given to the organisers during administrative checks. Telephone must be switched off during Selective Sections.

During the race, mobile phones cannot be used.

All infractions will result in penalties up to and including disqualification.

Satellite links:

All satellite links or other links between a race vehicle and an exterior base or another vehicle, other than via the Tracking System provided by the organiser, are forbidden.

Data:

All data transmission systems that allow the tracking of vehicles and management of machine fleets is forbidden, whatever the means or technical system used, on the pain of disqualification from the race, except for the Tracking System and the Vehicle-to-Vehicle Communication system.

## **29. ENVIRONMENT**

The organiser must distribute trash bags to each competitor and provide a collection point for the waste at the Assistance Park area and at the start of the SS. These points must be clearly signaled, for example with a specific flag. Oil collectors must also be provided at the service points.

The organisers are responsible for cleaning these collection points and for giving them back as clean as received.

The competitors and their assistance are responsible for bringing their waste to the collection point. Any infraction to this rule will be punished by a fine of 200 EUR.

The competitors must protect the ground during refuelling and during maintenance on their machine.

## **30. TIMEKEEPING** **Timekeeping instruments**

Timekeeping shall be under the responsibility of the Clerk of the Course.

The persons responsible for the timekeeping must be holders of a timekeeper's licence.

In order to carry out his duties, the timekeeper must use, according to the competition, the most appropriate timekeeping system.

A timekeeper officiating must have at his disposal reserve timekeeping instruments to check the readings of instruments being used.

Competitors must accept any type of timekeeping system.

## **31. RETIREMENTS - DISQUALIFICATION**

Any competitor who has retired from the event must cross out in black the number plates or remove them and must not continue the route in the company of, or in proximity to any other competitor. If this rule is broken, the competitor may be suspended and any competitor(s) he accompanied may be disqualified (or other penalties given as provided for in the FIM Disciplinary Code).

## **32 CLOSURE OF TRACK**

A vehicle of the organisation (sweeper) will close the track (not compulsory).

The sweeper trucks will pick up individuals and/or broken down machines.

Any competitor who refuses to get on board the vehicle does so under his own responsibility and must sign a discharge form (at the time of refusal) that will be presented to him by the members of the organisation charged with the closing of the track.

The organiser can in no way be held responsible in case of damage or theft.

## **33. CLASSIFICATION**

### **33.1 General**

The Clerk of the Course bears the responsibility for timekeeping. The Time keeping company chosen by the Organiser has the responsibility to provide him with the classification in the official FIM format.

Penalties shall be expressed in hours, minutes and seconds. The final results shall be determined by adding together the times obtained in the Selective Sections and the penalties (incurred during the Road Sections and other penalties expressed in time).

The competitor who achieves the lowest time total is proclaimed winner in the general classification, the next one being second, and so on. Classifications by category are drawn up in the same way.

In a case of an accident, the Clerk of the Course has the possibility to give a bonus to a competitor, when this competitor stopped for assisting another injured competitor. The Clerk of the Course must have the technical possibility to calculate the time loss.

In the event of a dead heat, the competitor who accomplished the best time for the last Selective Section will be proclaimed winner. If this is not sufficient to determine the winner, the times of the previous Selective Sections shall be taken into consideration. Dead heats will be determined according to the order of starting numbers. This rule may be applied at any time during the Event.

### **33.2 Format of the results**

The Clerk of the Course must present at every Jury meeting the results as follows:

A table including the real racing times of each stage and separately the penalties, then the overall results.

At the end of the event, the clerk of the course must present the excel file results for each FIM categories according to the FIM template.

Position	Num.	NOM <i>SURNAME</i>	Prénom <i>First name</i>	Nat.	FMN	Moto <i>Bike</i>	Licences	Temps total <i>Total time</i>	Ecart <i>Average gap</i>	Pénalités	Points
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At each FIM Bajas World Cup & Trophy event, points are awarded, according to the scale hereunder:

- Category 1: Moto (to riders and teams)
- Category 2: Quad (to riders)
- Category 3: Trail (to riders)
- Class 1: Women (to riders)
- Class 2: Junior (to riders)
- Class 3: Veterans (to riders)

Position	Score
1 <sup>er</sup>	25 points
2 <sup>ème</sup>	20 points
3 <sup>ème</sup>	16 points
4 <sup>ème</sup>	13 points
5 <sup>ème</sup>	11 points
6 <sup>ème</sup>	10 points
7 <sup>ème</sup>	9 points
8 <sup>ème</sup>	8 points
9 <sup>ème</sup>	7 points
10 <sup>ème</sup>	6 points
11 <sup>ème</sup>	5 points
12 <sup>ème</sup>	4 points
13 <sup>ème</sup>	3 points
14 <sup>ème</sup>	2 points
15 <sup>ème</sup> et plus	1 point

There is no awarded points for scratch ranking.

The results, prepared by the organiser (in accordance with the official form), must contain the following information:

- FIM Logo and FIM Bajas World Cup Logo
- Title, venue, date and IMN of the event
- Name and signature of the FIM Jury President
- Position, number, surname, first name, nationality, FMN, Moto/Quad/Trail
- Points obtained, total time realised and average gap
- Competitors that have not finished the event

To be classified, the competitor will have to complete all the last day of the event (SS and liaisons) and place the vehicle in the final Parc Fermé without, for that, having exceeded the maximum time allowed to the last SS of the event.

### **33.3 Approval of the results**

At the end of every Stage, the FIM International Jury will verify and sign the provisional classifications.

At the end of the event, the time of display of the official classification on the notice board will be announced by bulletin later than 19 hours the day before the end of the event.

This schedule will be calculated considering:

- The start time of the last competitor,
- The maximum time allowed for liaisons,
- The maximum time allowed for the selective section (or selective sections) of the last stage.

It must absolutely be respected.

At the end of the event, the FIM International Jury will homologate the final classification.

At the end of the last event of the Championship, the FIM International Jury will homologate the final classification of the Championship and provide it to the Organiser, for the organisation of the Prize-Giving Ceremony of the Championship.

### **33.4 Publication of results**

The daily complete results of the FIM Bajas World Cup should be published as soon as possible with the signature of the Clerk of the Course and the time he did it. However, if this presents difficulties, the competitors must be

informed of the results of the previous day before they start on the next Stage.

### **33.5 Final World Cup classification**

The final classification of the FIM World Cup will be established as follows:

- if more than six events have taken place (7, 8, 9 or 10), only the six best results will be considered for the final classification;
- if six events, or less than six events (4, 5 or 6), have taken place, all the results will be considered for the final classification.
- For the FIM Bajas World Cup for teams, the team must present at least two riders in Category 1 on the list of competitors authorised to start. The riders concerned must be registered with the same FIM Team licence. In each event, the points of the two best competitors of the teams will be added together. The team with the most points will be awarded the FIM Bajas World Cup for Teams title.

#### **Ex aequo:**

In the event of a tie at the end of the FIM Bajas World Cup, the competitor with the most victories will be ranked first.

If the tie remains, the rider having obtained the greatest number of second places will be classified first and so on until the tie is resolved. If there is still a tie, the winner will be the rider who has obtained the best place in the last event.

For the FIM Bajas World Cup – Women, the classification will be composed of only one Women's class.

For the FIM Bajas World Cup – Quads, the classification will be composed of only one Quads category, groups G & H together.

For the FIM Bajas World Cup – Junior, the classification will be composed of only one Junior's class.

For the FIM Bajas World Cup – Veterans, the classification will be composed of only one Veterans class.

For the FIM Bajas World Cup – Teams, the classification will be composed of only of teams from riders classified in Category 1.

Points are awarded to the drivers. However, the co-drivers will also appear in the final classification with the competitor and will receive a prize.

The co-driver who will receive the prize will be the one who has obtained the most points with the driver.

In the event of a tie, the number of best places of the co-driver with the driver in question will be taken into consideration.

If there is still a tie, the co-driver with whom the driver won the last points will be placed first and will receive the prize.

### **34. PROTESTS - APPEALS**

1. Any protest or appeal shall be lodged according to the procedure of the FIM Disciplinary Code. It shall be submitted in writing and handed to the Clerk of the Course accompanied by the security deposit currently applicable. This sum will not be returned if the complaint is rejected.

If the protest calls for the dismantling and refitting of various parts of a Moto/Quad/Trail, the complainant shall pay an additional security deposit.

2. Any cost for the work and for transporting the Moto/Quad/Trail shall be borne by the complainant, if the protest is not well founded. In the case of the contrary, it shall be borne by the competitor concerned by the protest.
3. The deadline for protest will be half an hour beginning from the time when the official general classification is posted.

### **35. PRIZE-GIVING CEREMONY**

A Prize-Giving Ceremony, under the responsibility of the organiser, must be held at the end of each Event. The exact schedule and venue must be mentioned in the SR.

The first three placed competitors of each category and class must receive a trophy and any other appropriate gift, provided by the organiser.

During this Prize-Giving Ceremony, the national anthem of the winner's country (based on his passport) may be played.

The national flags of the top three competitors (based on their passport) may be hoisted at the same time.

The organisers of the final round of the FIM Bajas World Cup shall arrange a ceremony to reward the first three placed competitors in the overall Championship, for each category.

If a competitor is absent from the Prize-Giving Ceremony, without the prior

approval of the Clerk of the Course, he will be given a fine of EUR 200.-

If the organiser decides to do the arrival podium, it will not count and will not replace the Official Prize Giving Ceremony.

### **36. SOLIDARITY FUNDS**

In order to encourage participation in the various events of the FIM Baja World Cup, the CTT may award a subsidy to competitors who so request. Each competitor may claim only one subsidy during the year. This subsidy will be awarded for travel outside the home continent. In 2026, for a journey from Europe to the Middle-East or vice versa.

In order to apply for the Funds, competitors will have to be listed on the list of “authorized riders to start” in a minimum of two events outside of the home continent.

This subsidy will be based on the price of an economy class air ticket and its amount will be determined by the CTT Board, taking into account the number of applications. Competitors wishing to receive a subsidy must apply, including their plane tickets, within 15 days of the last event of the season. The subsidies will be paid at the end of 2026 to the competitors' FMNs, which will transfer to them.

## Appendix 1                      TERMINOLOGY AND DEFINITIONS

Allotted time	Each Road Section must be run in the allotted time which must be respected by all competitors. Any passing of this allotted time will result in a penalty by the minute.
Briefing	The briefing must be held jointly by the Clerk of the Course and the organiser or his delegate. The participation of the competitors is compulsory. The text of the briefing concerning security must also be published on the official board.
Bulletin	Official bulletin forming an integral part of the Supplementary Regulations of the event and intended to modify them, give more details or supplement them. The bulletins are numbered, dated and signed: <ul style="list-style-type: none"> <li>- by the organiser, up to the day of the controls and notified by the FMNR</li> <li>- by the FIM International Jury throughout the running of the event</li> </ul> Bulletins must be published in the official notice board (if digital) or competitors must acknowledge receipt by signing, except in case of a material impossibility during the running of the event.
CP (Passage Control)	Check Point. A zone where the time card must be stamped by the marshals (it could be a Virtual Check Point without the need of stopping).
Disqualification	Penalty decided by the FIM International Jury following an important infringement to the FIM regulations.
Duration of an Event	The Event starts with the administrative control or technical inspection and ends upon the expiry of one of the following time limits, whichever is the later: <ul style="list-style-type: none"> <li>• time limit for protests or appeals</li> <li>• end of the administrative checking and post-event technical control carried out in accordance with the Code</li> <li>• end of the prize-giving.</li> </ul>
DZ	The entrance of the speed control zone and, when possible, marked by a precise reference marker and a waypoint (WPS). In case of discrepancy between the two, the waypoint will be binding.
Estimated time	Time estimated by the Organiser to cover a Selective Section.
Fixed penalty (FP)	A time penalty to be added to penalties already incurred by competitors in precise cases and specified in the Supplementary Regulations.

FMN	National Motorcycling Federation.
FMNR	Organising National Motorcycling Federation.
FZ	The end of a speed control zone, marked by a WPE.
General Classification	General Classification of each category, in separated.
GPS	A “Global Positioning System” is a system using satellites to localise precisely longitude, latitude and altitude at any point on earth.
IJ	FIM International Jury.
Journal	Information book with irremovable numbered pages, with the precise time and date of the annotations.
Maximum time allowed	Additional time to the allotted time made in each Road Section and maximum time given for each Selective Section, which, if passed, will result in the application of a fixed penalty. At this moment, the control is considered closed for the competitor in question.
Neutralisation	Time during which the competitors are stopped by the Clerk of the Course (Parc Fermé conditions). This time is the same for all competitors.
Parc Fermé	Zone in which no preparation or interventions are possible, with the exception of cases expressly mentioned in the Supplementary Regulations of the event.
Prologue	The organisation of a prologue is mandatory. Only one may be organised, which will determine the starting order for the next Stage. It shall count for the classification of the event as well as any road penalties relating there to. These penalties will be considered for the general classification of that stage and applied the same day.
Baja HQ	Baja headquarter. Score point of the Baja, coordinating and managing the race.
Real time	The time actually used for the course of a Selective Section.
Regrouping	Stop provided by the Clerk of the Course in order to allow the regrouping of competitors still in the event and reduce the intervals (Parc Fermé condition). The stopping time may be different depending on the competitors.
Roadbook	Competitors will receive a Roadbook, size A5, comprising a maximum of 5 horizontal lines of distances, drawings and information, containing characteristic notes.
Road Section	Part of the route, to be done in the allotted time, between two successive time checks.

Route	This is defined by the official Roadbook of the event, confirmed by the driver of the opening vehicle.
Selective Section (SS)	True speed test in real time. Selective Sections may be run over a course exclusively reserved for the competitors of the event. Starts of Selective Sections are preceded by or twinned with a Time Check for the starts, and followed by a Time Check after the finish.
SI (Speed Infringement)	Any speed exceeding the maximum speed allowed in a Speed Control Zone.
Sporting penalty	A sporting penalty means a penalty imposed for speeding, missing a TC, or Waypoint, or unsporting conduct, or other violation committed on a Selective Section.
Stage	Each day of the Baja
TC / ATC	Time Control / Arrival Time Control
Time card	Card intended for affixing the markings of the various TC/CP carried out over the itinerary.
WPE (Eclipse Waypoint)	A compulsory passage point memorised in the GPS and indicated in the road book, the coordinates of which are not revealed to the competitors. A point towards which the GPS directs the competitor once the waypoint preceding this WPE has been validated, whatever the distance between the waypoint and the WPE. It works in the same way between several successive WPEs.
WPM (Masked Waypoint)	A compulsory passage point memorised in the GPS and indicated in the road book, the coordinates of which are not revealed to the competitors. The GPS directs the competitor towards this point only once he has come within an 800 m radius of it.
WPN (Navigation Waypoint)	The argument for this validation radius of 200 m is to allow the competitors more freedom to validate a WPN especially in off-piste or dunes. The organiser will define the exact position during his reconnaissance and doing so he will consider the ground (gravel, sand, etc) for location of the waypoint. Even when doing so, in the dunes, with many vehicles passing the waypoint the situation may change (e.g., vehicles get stuck, the dune may change, etc.) during the rally. The organiser may use this waypoint to prevent competitors from avoiding challenging routes (e.g., dunes) or navigation difficulties. The GPS directs the competitors towards this point only once they

	have come within the opening radius of it.
WPS (Safety Waypoint)	A compulsory passage point, where the coordinates are given to the competitors by the Roadbook and memorised in the GPS. The waypoint will validate at 30 meters. Towards a WPS, all available information is displayed on the screen of the GPS. WPS can be used for security reasons or to prevent cuts and must be used in all control zones defined in article 80.18 and in any danger! (Danger 3).
Waypoint (WP)	A waypoint is a geographical point defined by coordinates of longitude and latitude. There are several types of waypoints.
WPV (Visible Waypoint)	A point the coordinates of which are given to the competitors by the Roadbook and memorised in the "GPS". Towards a visible way point, all available information is displayed on the screen of the "GPS".
WPP (Precise Waypoint)	A WPP is a waypoint that allows to precisely check the respect of the Road-Book follow-up on the tracks, without navigation information provided by the NAV-GPS. Its number and its order of passage in relation to other waypoints are only shown in the waypoint list of the Roadbook.
WPC (Waypoint Control)	WPC (Control Waypoint). A WPC is a Waypoint that allows the respect of the Roadbook to be checked, without any navigation information being supplied by the GPS other than, the order of passage in relation to other Waypoints or boxes in the Roadbook, as well as its name.

## Appendix 2 SUMMARY TABLE OF PENALTIES

Below are the main non-exhaustive sanctions and penalties which may be imposed by the Clerk of the Course.

Summary table of penalties	Art. N°	Sanctions / Penalties
Refusal of the organiser's advertising	4	100% entry fees
Non-valid license	6	No start
Unsportsmanlike, Unfair, Incorrect or Fraudulent behaviour	6	Sanction of the FIM International Jury
Moto/Quad/Trail not registered	7	No start
Failing to inform Officials of an engine change	7.2	15 minutes
More engine changes than allowed	7.3	2 hours per engine change
Absence or incorrect position of a number plate	7.4	Specify in the Supplementary Regulations
Absence or incorrect affixing of at least two plates or the bib	7.4	No start
Faulty bracelet identification	7.4	10% entry fees
Absence or falsification of a competitor's identification	8.2.1	Disqualification
Absence or falsification of an identification mark	8.2.1	Disqualification
Refusal to present his Moto/Quad/Trail to a technical control	8.3	Up to disqualification
Failure to respect the sound level limit during the event	8.3	1 <sup>st</sup> offense: 15 minutes 2 <sup>nd</sup> offense: 1 hour 3 <sup>rd</sup> offense: disqualification
Non-compliance with the traffic rules	11	1st offense: 30 minutes 2nd offense: 1 hour 3rd offense: disqualification
Prohibited Reconnaissance	11.1	Sanction of the FIM International Jury
Use of GPS device not provided by the organizer	11.2	Disqualification
No Check of the GPS	11.3	Up to disqualification

Traffic in the opposite direction in a Selective Section	14	Disqualification
Parking more than 30' after the starting signal	14.1	2 minutes
Early departure (departure before the official signal)	14.1	1 minute
Start not taken or abandonment in a Selective Section/Stage	14.1	According to the Article
No presentation of the Moto/Quad/Trail with the engine running	14.1	1' per minute delay
Refusal to leave at the assigned time and rank	14.1	Up to disqualification
Deliberate stop in the finish area of a Selective Section	14.2	Disqualification
Non-respect of the stop sign	14.2	Up to disqualification
Not finish the Selective Section or did not arrive in the maximum time	14.3	Max Time for the SS + 2 Hours penalty
Not start the Selective Section	14.3	Max Time for the SS + 3 hours penalty
Delay on the theoretical time at the start of a Stage, a Selective Section or the Prologue	15.1	1 minute per minute of delay More than 60 minutes late, departure refused
Forbidden assistance	16	Up to disqualification
Non-use of the environmental mat during refuelling	16.4	100 EURO
Lack of fire extinguisher during refuelling	16.4	100 EURO
Absence of visa at a CP	17	According to the Article
Correction/modification of the Time Card	17	Disqualification
Loss of the Time Card	17	5 minutes
Pass a control without the Moto/Quad/Trail	17	Sanction of the FIM International Jury
Non-compliance with the instructions of the Chief of the Post	18	Up to disqualification

Failure to respect the entry, exit and direction of traffic in the area	18	1 <sup>st</sup> offense: 10 minutes 2 <sup>nd</sup> offense: 1 hour 3 <sup>rd</sup> offense and following: 3 hours
Exceeding the authorised speed	19	According to the Article
Recidivism in intentional speeding offences	19	From a warning to a sporting penalty
Delay or advance to a CH after a Road Section (except Stage finish, no penalty for advance)	19	1 minute per minute delay
Offense of the rules of the Parc Fermé	26	Disqualification
Not comply with all Safety Equipment	28	Up to Disqualification
Vehicle to Vehicle Communication System not functioning	28.5	1 Hour penalty
Not allow overtaking	28.5	Cumulative 1 <sup>st</sup> offense: 3 minutes 2 <sup>nd</sup> offense: 7 minutes 3 <sup>rd</sup> offense: 10 minutes Beyond 3 <sup>rd</sup> offence, up to disqualification
Forbidden Equipment	28.6	Up to disqualification
Refusal to cross out race numbers after retirement/disqualification	31	Up to disqualification <sup>7</sup>

## Appendix 3 SYMBOLS FOR THE ROADBOOK

TRACKS		CONTROL		SYMBOLS		SYMBOLS		CAPS	
	TARMAC ROAD		DSS START SELECTIVE SECTION		FENCE		PETROL STATION & TYPE OF FUEL	<b>180</b>	EXIT CAP
	TRACK PISTE		ASS ARRIVAL SELECTIVE SECTION		BARBED WIRE		MONUMENT	<b>180<sub>A</sub></b>	AVERAGE CAP
	OFF TRACK (HP)		CP CHECK POINT		RAIL ROAD		ANIMALS INDIVIDUAL	<b>180<sub>C</sub></b>	CAP CALCULATED (Only HP)
	LOW VISIBLE TRACK/TRACES		DN FN START / FINISH NEUTRALISATION		HOLE		ANIMALS	<b>OBLIC</b>	CAP THAT TURNS
<b>P</b>	TRACK PISTE		DN START NEUTRALISATION WITH SPEED LIMIT		COLLAPSE, DITCH, RAVINE ETC...		CAIRN	<b>ABBREVIATIONS</b>	
<b>PP</b>	PRINCIPAL TRACK/PISTE		DT FT START / FINISH NEUTRALISATION TRANSFER		RUTS		ROCKS	<b>VG</b>	VEGETATION
<b>RO</b>	ROAD		DT START TRANSFER WITH SPEED LIMIT		TWISTY /SINUOUS		MOUNTAIN	<b>L/R</b>	LEFT AND RIGHT
<b>P//</b>	PARALLEL TRACK/PISTE	<b>T:25</b>	T:25 NEUTRALISATION / TRANSFER TIME MAX. ALLOWED		BUMPY BROKEN		TREE	<b>R/L</b>	RIGHT AND LEFT
<b>HP</b>	OFF TRACK <i>SIGHT DRIVING!</i>		WAITING FOR RESTART		BUMPY		PALM TREE	<b>onL</b> <b>onR</b>	ON LEFT ON RIGHT
<del><b>HP</b></del>	OFF TRACK FORBIDDEN		STOP FOR RESTART		LATERAL INCLINATION		CAMEL GRASS	<b>kpL</b>	KEEP TO THE LEFT
<b>FPP</b>	FOLLOW PRINCIPAL TRACK/PISTE		M/Q/T3/T4 FUEL ZONE CATEG. AUTHORIZED TO REFUEL		POST		VEGETATION	<b>kpR</b>	KEEP TO THE RIGHT
<b>FRO</b>	FOLLOW ROAD		TIME CONTROL		ELECTRIC POLE		SLOPE	<b>kpS</b>	KEEP STRAIGHT
<b>SA</b>	SANDY		ASSISTANCE SERVICE		ELECTRIC LINE		SMALL WADI	<b>-√</b>	LESS VISIBLE
<b>GV</b>	GRAVEL		TYRE MARKING ZONE		HIGH VOLTAGE TOWER		LARGE WADI	<b>±√</b>	MORE/LESS VISIBLE
<b>SAFETY</b>			END ZONE		ANTENNA		SANDY WADI	<b>EMP</b>	
	DANGER LEVEL 1	<b>ON TRACK</b>			WELL		RIVER (WATER)	<b>/</b>	DURING
	DANGER LEVEL 2		BUMP		TANKS		LAKE /PUDDLE	<b>IN</b>	IN /INTO
	DANGER LEVEL 3		DIP HOLE		BARRELS		PLAIN /CHOTT	<b>ET</b>	AND / NEXT
	GLOBAL DANGER IN THE NOTE		COMPRESSION		CONCRETE ELEMENTS		TOWARDS /DIRECTION	<b>A</b>	AT
	START SPEED LIMIT		DITCH		TIRES		ROAD WORKS	<b>CX</b>	STONE
	FINISH SPEED LIMIT		SUMMIT		SIGN POSTS		RESET /RECAL TRIP	<b>E3</b>	NARROW
	STOP		ABOVE BRIDGE		RESTRICTED /PROTECTED AREA		DISTANCE	<b>Q<sup>T</sup></b>	QUIT / LEAVE
	CAUTION		UNDER BRIDGE		BUILDINGS HOUSES	<b>DUNES / SAND</b>		<b>TJS</b>	ALWAYS
<b>25,25</b>	RED LINE UNDER KM= DANGER 2 IN THE NOTE		STEP UP		CHURCH /MOSQUE		SANDY PLAIN	<b>NBX</b>	MANY
<b>WAYPOINTS</b>			STEP DOWN		RUINE /ABANDONED		BIG BOWL "CUVETTE"	<b>IMP</b>	IMPERATIVE
	HIDEN WP		UP HILL DOWN HILL		FORT /CASTLE		SAND SPIT	<b>EFF</b>	COLLAPSED
	CONTROL WP		CUT DANGER		CEMETERY		DUNE	<b>ORN</b>	RUTS
	SECURITY WP		RIGHT or LEFT OVER CREST		VILLAGE		DUNE BROKEN	<b>BAD</b>	BAD
	NAVIGATION WP		FENCE GATE		BIVOUAC		DUNES	<b>RP</b>	REJOIN
	PRECISE WP		FENCE WITH CATTLE GATE		TUNNEL	<b>DN</b>	DUNE	<b>BTW</b>	BETWEEN
	VISIBLE WP		WALL GATE		PIPELINE	<b>DNX</b>	MANY DUNES		MODIFICATION FROM OPENING CAR
	ECLIPSED WP		WADING WATER CROSS		WALL	<b>DNT</b>	SMALL DUNE "DUNETTE"		NEW NOTE FROM OPENING CAR
	WAYPOINT NUMBER		CONCRETE PASS		CAMP	<b>L1 L2 L3</b>	DUNES DIFFICULTY LEVEL	<b>BIG</b> <b>SMALL</b> <b>FOLLOW</b>	WRITTEN AS TEXT (ENGLISH)



*FEDERATION INTERNATIONALE  
DE MOTOCYCLISME*

**FIM-MOTO.COM**

11, ROUTE DE SUISSE | CH - 1295 MIES  
ctt@fim.ch

6580002