

MAMS International Open BAJA CHAMPIONSHIP



2018

Sporting rules

1. GENERAL

MAMS and the Hungarian Motorcycling Federations Cross-Country Section launching an International Open Baja Championship for motor, quad, SBS/UTV (IOBC hereinafter), taking into account the FIM Europe Sporting Code and complementing with present regulation. The organizer of this event has to comply with the rules of the stewards and clerks appointed by MAMS, with particular reference to the general Baja regulations and the Supplementary Regulation.

If the event is organized together with a car event, the clerk of the course can be shared, and MAMS will delegate only 1 technical delegate and 1 steward.

The IOBC consists of several rounds, which should be published in the MAMS Cross-Country / Baja race calendar every year.

For the IOBC runners, the following rules apply:

The MAMS IOBC event consists of a minimum one (SPRINT) and a maximum of three days (CLASSIC), including Super Special Stage (SSS) / Prologue, Administrative and Technical Checks. The first day of the CLASSIC event always runs together with the SPRINT event, with merged evaluation.

MAMS IOBC event should have at least 100 km distance (only one race day - SPRINT). At SPRINT event, connecting sections on public roads cannot be planned. Vehicles entered in the competition and start list can only go on special stages.

If the number of the racing days are more - (CLASSIC), the racing distance should be at least 200 km.

In this case the selective stage can consist one or more selective stages, but the connecting road sections does not count in the racing distance.

There will be connecting road sections at the second and third days of the CLASSIC types of events, so only vehicles suitable for road traffic (with valid traffic licence, liability insurance) are permitted, in compliance with the rules of the road traffic. On this road sections, competing vehicles can be transported by their registered service vehicles, if is authorized and regulated by the organizer in the Supplementary Regulation.

If the event has SSS/Prologue organized, it should be at least 2 km in length.

On Special Stages, the use of the road book is required, because it is mandatory to follow the track indicated in it. The track must be marked by appropriate signs. Directional and warning signs, use of tapes are required. The road book must provide accurate information about the track and danger for the competitors. Using tools (meter counter, online gps) for orientation is required. Online gps tracking device is provided by the organizer, but its flawless operation, power supply is the competitor's responsibility. In places where the orientation may be uncertain- **on the right side of the right track** –for confirmation- tape must be placed or affixed to terrain object or flickered on a stick.

Each day before the start of the event, riders will be allowed to enter the Parc-Fermé 15 minutes before their individual starting times for the sole purpose of pushing their bikes/quads/sbs, to the exit of the Parc-Fermé, to enter into the starting area. Not allowed for the competitor to carry out repairs of motor vehicles in any way, except the installation of a road book, with an official's (marshal) permission. A marshal may authorize an additional mechanics to enter to Parc-Fermé in the following cases:

- Installing road book
- Replace a defected wheel
- Replacing a defective wheel
- Startup from external battery
- Troubleshoot security error

The first Time Control of the day (IE) is the exit of Parc-Fermé, and the last time control of the day is the entry of Parc-Fermé.

For each selective stage, it is a compulsory to start at one minute interval for the first 10 competitors at least. The Clerk of the course can decide to allow more time, if the conditions require.

If the Baja event has car/motorcycle/quad/sbs competitors, a minimum 20min. time should be between the last

motorcycle/quad/sbs and the first car's starting time. Furthermore, the last bike/quad/sbs must cover a least 50% of the selective stage before the start of the first car. The Organiser has the exclusive right to determine the starting order.

Transporting motors/quads/sbs on public roads is forbidden, unless is permitted by the organizer in the Supplementary Regulations, or by the Clerk of the course's special permit.

The event should run in daylight for all competitors. It is forbidden to start the Selective Stage after the sunset.

2. CONDITIONS OF PARTICIPATION:

For MAMS International Open Cup (IOBC) competitors:

For competitors not yet reached the age of 18, the Entry Form has to be signed by a parent or guardian. Divorced/parents living separately the consent of both parents is necessary.

With daily starting licence, competitors do not receive championship points.

SPRINT EVENT:

- A valid driver's license (driving license for SBS navigator is not required)
- Valid MAMS Enduro / Cross-Country / Quad competitor's license, or an FIM member association issued Enduro / Cross Country / Quad international or national valid licence, and start permit for the race, issued by their own federation (ASN), and insurance policy (for SBS vehicles for driver and navigator.)
- Driver can be only a person who has reached the age of 16.
- Navigator can be only a person who has reached the age of 12.
- In addition, a person can participate with daily license and a valid medical certificate, what can be substituted with a valid driver's license.
- Should only get a Daily start permit as driver, a person, who reached the age of 16.
- Should only get a Daily start permit as navigator, a person, who reached the age of 12.
- If a person not yet reached the age 18, can only participate as driver or navigator with a daily licence, with the existence of a valid (not older than 6 months) sports medical certificate presented at administrative!
- Daily start permission for foreign competitors may only be granted if the competitor has, issued by his national federation, a written consent (release).

CLASSIC EVENT:

- A valid driver's license (driving license for SBS navigator is not required)
- Valid MAMS Enduro / Cross-Country / Quad competitor's license, or an FIM member association issued Enduro / Cross Country / Quad international or national valid licence, and start permit for the race, issued by their own federation (ASN), and insurance policy (for SBS vehicles for driver and navigator.)
- As driver/navigator should be only a person, who has reached the age of 18.
- Daily start permission for foreign competitors may only be granted if the competitor has, issued by his national federation, a written consent (release).
- A valid registration certificate and valid third-party liability insurance for the vehicle

The vehicles and their equipment, must comply with the road traffic regulations of the country in which the vehicle is registered, and with any other regulations specified in Technical and in the Supplementary Regulations.

The competitors and their vehicles should adhere to the local rule in force (for all affected areas, which passes through the race) and must comply with the IOBC Technical Regulations currently in force. Every driver who violates any of the above rules, after conducting a proper investigation, can be excluded from the race, or punished according to the MAMS and FIM Europe Disciplinary and Arbitration Code.

All entered vehicles shall comply with the technical rules of the MAMS International Open Baja series technical regulations.

Competitors who drop out of the race during the first day, in addition to the appropriate penalty may run again the next day, provided they use the same vehicle.

3. SUPPLEMENTARY REGULATIONS AND ENTRY LIST

The Supplementary Regulations (SR) shall contain all relevant information including the track, average speeds, safety conditions, entry fee, etc... The Organizer shall indicate the MAMS, IOBC and their main Sponsor logos in the Supplementary Regulation for each event.

If tracking system is not used, should be installed at least one passage control obligatory (PC) on each selective stage, except in cases where the Clerk of the course orders otherwise.

24 hours after the official closing date for entries, the Organiser should display on a Website- identified in the Supplementary Regulation, the Provisional Entry List, including the class and category.

4. JURY:

The event is supervised by a MAMS Jury, in accordance with Article 50 of the Sporting Code.
The MAMS Cross-Country Commission nominates the Jury President.

5. CLASSES

Motor: M1 – up to 450 ccm

M2 - above 450 ccm

ME - Electric (only at Baja Sprint)

MW - Female

Quad: Q1 - 2 wd

Q 2 - 4 wd

QE - Electric (only at Baja Sprint)

QW - Female

SBS / UTV: - Super Buggy: SBS- up to 1050 cm3 and/or FIA T3 buggies (2x4, 4x4, manual or automatic / CVT transmission.)

- Extreme Buggy: SBS- up to 1000 cm3, mounted with a turbocharger (engine capacity multiplier 5.1) or up to 1400 cm3, without turbocharger (2x4, 4x4, manual or automatic / CVT transmission.)

About other Challenge categories the Supplementary Regulation provides detailed information.

All - CLASSIC - vehicles shall comply entirely with the road traffic regulations in the registered country, and the supporting documents must be able to show at any time.

For SBS, driving license for the navigator is not required, but a valid license issued by the MAMS, or the Motor Sports Association is required.

6. ENTRY FEES

The entry fee for each MAMS International Open Baja Championship event shall not exceed the maximum price limits as follows:

SPRINT BAJA:

MOTOR/QUAD	UTV/SBS/BUGGY
SPRINT basic entry fee 150€ (including insurance, gps and 25m3 service area)	SPRINT basic entry fee 200€ (including insurance, gps, 25m3 service area)
If the total distance of the race exceeds 200km, the entry fee can be raised to max. 250€ (basic entry fee 150€ + plus km 100€) In this case the coefficient point is 2x	If the total distance of the race exceeds 200km, the entry fee can be raised to max. 300€ (basic entry fee 150€ + plus km 100€) In this case the coefficient point is 2x

CLASSIC BAJA:

MOTOR/QUAD	UTV/SBS/BUGGY
CLASSIC basic entry fee 400€ (including insurance, gps and 25m3 service area)	CLASSIC basic entry fee 500€ (including insurance, gps and 25m3 service area)
If the total distance of the race exceeds 400km, the entry fee can be raised to max. 550€ (basic entry fee 400€ + plus km 150€) In this case the coefficient point is 2x	If the total distance of the race exceeds 700km, the entry fee can be raised to max. 250€ (basic entry fee 500€ + plus km 200€) In this case the coefficient point is 2x

The Organizer may charge an additional 50% for entries made after the official closing date, or incomplete entry form.

7. TIME CARD

At the start of each Leg, the competitors will receive a time card on which includes the time given for covering each Road Section and the maximum times that can be used to the Selective Sections. Each time card will be returned to the timekeeper at the finish of each Leg and replaced by a new time card at the start of the following Selective Section. The competitor alone shall be responsible for his time card.

Any correction or alteration to the card, which has not been which has not been registered against an authorized person, shall result in disqualification from the event.

Handling the time cards is made at the various checkpoints, their authenticity are the sole responsibility of the competitor. Only the timekeepers, referees can write on the time card the time manually or in printed form.

Riders 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. These fixed penalties can vary from one Leg to another.

A rider cannot present his time card at a control without his vehicle.

8. SPECIAL PENALTIES

In addition to the normal penalties these special penalties will apply:

- If the contestant does not start on the Super Special Stages,
- If the driver does not come to term the Super Special stage.

The starting order of the next stage is the time in which is included the penalty time.

Abandon: Competitors, who are forced to give up due to technical problems or other reasons the SSS, may run in the second stage. This competitor will receive a time penalty, which is the maximum time of the SSS plus a 15-minute- penalty.

No start: Only at clear case of force majeure event may the Jury decide so that the competitor may also run in the second stage, after not completing the SSS. This competitor will receive a penalty that will be the Maximum Time of the SSS plus a 30 –minute- penalty.

The Selective Sections are running on tracks, and the connecting sections on roads, open to the public, the greatest care is recommended to each competitor.

The Selective Sections must be organized so all competitors can complete them entirely in daylight, in normal racing conditions. It is forbidden the Selective Section's start time after sunset.

It shall be forbidden to deliberately block the passage for other vehicles, or to prevent them from overtaking.

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

- Competitors, who will miss any Time Control on Selective Sections (SS), will be penalised as follows:
 - maximum time allowed for the Selective Section + a 60- minute- penalty (if the Supplementary Regulation otherwise not provides)
- Competitors, who start on the selective section (SS), but will not finish within the maximum time given, will be penalised as follows:
 - maximum time allowed for the Selective Section + a 60- minute- penalty (if the Supplementary Regulation otherwise not provides)
- Competitors, who missed a checkpoint / passage control, receive the following punishment:
 - maximum time allowed for the Selective Section + a 60- minute- penalty (if the Supplementary Regulation otherwise not provides)
- Competitors, who arrive at the Special Stage, or Time Check 30 mins after the ideal time of the last rider will not be allowed to start. This competitors will return to Parc-Fermé, may start the next Special Stage only after Regrouping. If there is no Regrouping, competitors must remain in the Parc-Fermé, and receive the following penalty:
 - competitors, who does not Start: the maximum time + 2 hour time penalty (if the Supplementary Regulations otherwise not provides)
- Those competitors, who did not complete the daily Leg, (this entailing fixed penalties), may restart next day if they place their vehicle in the Parc Fermé at the end of the day, within the scheduled time for the first car's entry to the Parc-Fermé + 60 minutes.
 - They will receive the following penalties:
 - maximum time allowed for the Selective Section + 120- minute- penalty

At the Leg start, or the Selective Section start, early clock-in to the time control is not allowed. Early clock-in will entail 1 minute penalty for each minute- between the real time and the ideal time. Any lateness will entail also 1

minute penalty for each minute between the real time and the ideal time.

Early arrive at the time checks at the end of a Leg, or to the Parc-Fermé at the end of the Event, the competitors are allowed to clock-in in advance, without penalties (if the Supplementary Regulation otherwise not provides).

Up to the closing of the Time Checks, any lateness between the real time and the ideal time of clocking-in will be penalised on the basis of one minute per minute.

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

The Route has two parts, which are Selective Stages (SS) and connected Road Sections.

During the Event, all competitors are required to strictly comply with the traffic regulations of the countries through which the event passes. If any competitor violates these rules will receive the following punishment:

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

Example for the application of penalty:

Selective Section maximum time allowed: 01h 00'

Example 1 – Rider n°1 Start C.H.1 12h 00'
Arrival C.H.2 13h 00' penalty = 0'

Example 2 – Rider n°1 Start C.H.1 12h 00'
Arrival C.H.2 13h 30' penalty = 01h 00' + 60 minutes

Road Section time allowed: 01h 00'

Example 1 – Rider n°1 Start C.H.1 12h 00'
Arrival C.H.2 13h 00' penalty = 0'

Example 2 – Rider n°1 Start C.H.1 12h 00'
Arrival C.H.2 13h 05' penalty = 05'

Example 3 – Rider n°1 Start C.H.1 12h 00'
Arrival C.H.2 13h 31'

The rider who arrive at the special stage 30 mins after the ideal time of the last ride will not be allowed to start and must go to parc fermé. The rider who does not start will receive - the maximum time + a 2- hour- penalty.

Example 4 – Rider n°1 Start C.H.1 12h 00'

No arrival to C.H.2 penalty = 01h 00' + the maximum time allowed of the Selective Section. The rider who does not start will receive - the maximum time + a 2- hour- penalty.

9. SERVICE AND ASSISTANCE

Refuelling is allowed only at Service Areas indicated by the Organiser or at commercial fuel/ service stations on the roads (The Organiser must mark all services in the road book).

There must be a refuelling area by every 80 km (maximum) on the connecting roads or special stages (all road sections).

The competitor may receive Outside Assistance at the Service controls.

Outside the indicated service controls, only the competitor can work on the vehicle.

On the Road Sections or Selective Sections, repairs on the vehicle, still in the race, can be done only by the competitor himself, or persons who officially are entered in the race. Violation of this rule is punishable by disqualification. A competitor is responsible for his assistance.

Competitors who accept any assistance outside the designated "service" area, will receive a time penalty of 60 minutes. In the Service Park, the time for changing wheels/tires is not limited.

Time for refuelling purpose is 10, maximum up to 20 minutes. During refuelling the vehicle's engine must be stopped. Violation of this policy will result in exclusion.

In the service or refuelling area, using an environmental mat of 2x2m for motors, 3x3m for quads, and 5x4m for UTVs is compulsory

10.RANKINGS

If only the Superspecial/Prologue is organized for the first racing day, and the length is not exceeding 50km, the evaluation of this day should be merged with the second day's evaluation. The second day selective stages distance can't be less than 100km.

For each race day the following ranking apply:

Absolute: only for CLASSIC BAJA participants, merged evaluation for the entire event, by categories.

Motor: **M1 – up to 450 ccm**
M2 - above 450 ccm
ME - Electric (only at Baja Sprint)
MW - Female

Quad: **Q1 - 2 wd**
Q 2 - 4 wd
QE - Electric (only at Baja Sprint)
QW - Female

SBS / UTV: - Super Buggy: SBS- up to 1050 cm³ and/or FIA T3 buggies (2x4, 4x4, manual or automatic/ CVT transmission.)

 - Extreme Buggy: SBS- up to 1000 cm³, mounted with a turbocharger (engine capacity multiplier 5.1) or up to 1400 cm³, without turbocharger (2x4, 4x4, manual or automatic /CVT transmission.)

For any other Challenge category and their evaluation, the Supplementary Regulation shall provide more detailed information.

11. CALCULATION OF RESULTS FOR THE CUP SERIES:

The race will include at least 100 km (for one-day event: SPRINT), or 200 km selective section (for two or three days SPRINT/CLASSIC event), not included the connecting road/transportation sections.

At the first event of the cup series, starting order for the first 10 competitors is based on the previous year's final results, followed by the starting order determined by the Organizer.

At the next event in the cup series, starting order is based on the current Cup standings.

The SSS/Prologue result should count in the final classification.

General

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

Penalties shall be expressed in hours, minutes and seconds. The final results shall be determined by adding together the time result achieved and the penalties on Selective Sections (penalties on Road Sections and other time penalties).

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

In order to appear in the final classification, a competitor who started off the final selective section, crossed the finish line, and parked his motorcycle/quad/SSV in the Parc-Fermé before the closing deadline.

On a SPRINT BAJA event, only the classes are valued as follows:

I.	II.	III.	IV.	V.	VI.
9	6	4	3	2	1

The winner of the CLASSIC BAJA event is the competitor, who completed the race days in the shortest total time. For absolute evaluation the following points apply, for single multiplier event:

I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.
20	15	12	10	8	6	4	3	2	1

At the finish of the CLASSIC BAJA event, the winner of the class is the competitor, who completed the race days in the shortest total time. The class evaluation is the following, for single multiplier event:

I.	II.	III.	IV.	V.	VI.
9	6	4	3	2	1

The final round of the Championship is a coefficient 1,5 point multiplier event. (40x1.5, 30x1.5, 24x1.5, and so on).

In case of an accident, the MAMS Jury has the possibility to time credit those competitors, who stopped for assisting another injured competitor. The Jury must have the technical possibility to calculate the time loss. This calculation of time is at the sole discretion of the MAMS Jury.

The final ranking of MAMS International Open Baja Championships will result from the sum of the points awarded at each event.

12. PRIZES AND AWARDS

Each Organiser must provide Prizes and Awards.

At the **category and class** ratings, the accumulated time to be considered at the race day, when evaluating the **absolute**, total time achieved in the full competition must be considered.

All prized competitors should participate and collect their prizes/awards at the prize giving ceremony. In case of violation of this rule € 100.00 penalties may be imposed. The Prize Giving Ceremony should begin within two hours after the last incoming motor, quad, SBS competitor. If the starting time exceeds this, the above financial penalty cannot be imposed and the prized competitor may leave the event site.

At SPRINT series, each event will be awarded the following prizes among the bikes, quads and SBS's:

- First 3 places for each category (motor-quad-sbs)
- First 3 places for each class (M1, M2...Q1, Q2...Super Buggy-Extreme Buggy) minimum 3 starter

At CLASSIC series, each event will be awarded the following prizes among the bikes, quads and SBS's:

- Absolute category, first 3 places overall for each category (motor-quad-sbs)
- First 3 places in the overall ranking for each category (motor-quad-sbs)
- First 3 places in the overall ranking for each class (M1, M2...Q1, Q2...Super Buggy-Extreme Buggy) minimum 3 starter

13. ENVIRONMENTAL AREA

Each organizer is required to designate an area that is suitable for the storage of hazardous waste (oil, tires, batteries and other hazardous waste). This place must be located in the service park for all to see. It is compulsory to use in the service and refuelling area an environmental mat:

- min. 2 x 2m - motor
- min. 3x3m – quad
- min. 4x5m – utv.

14. ADVERTISING

All competitors who register for the Championship agree to display and keep it clean the advertising materials supplied by the Promoter/Organiser as indicated in the Supplementary Regulations for the event.

The organizers of each event is required to display and give maximum exposure to the MAMS International Open Baja Championships and Promoter logos at the departure zone, arrival zone, awards, and behind the interviews zone.

15. PROTESTS. APPEALS

Protest fees:

- In case of general protest: 100.000 FT.
- In case of technical protest: 100.000 FT.

DEPOSIT:

In case of technical protest, the protester should pay a 500.000 FT deposit, in the same time with the protest fee to the organizer. If the protest is accepted after the evaluation, the deposit will be returned to the protestor, if rejected- the amount will be paid to the owner of the vehicle.

15. PROMOTER

Promoter is the advertising agent for the Championship, after having signed an agreement with the MAMS.

The organizer of each event must provide a copy of race video – if made, copy of race photos – if made, press releases of the race (newspaper, magazine, web, TV) and the race results in Excel or digital format.

The organizer of each event must sign a contract with the Promoter before the start of the Championship or at least three months before the event.

The Promoter will aim to help the Organiser under mutual agreement and will consult with them at least 30 days prior the event regarding to promotional materials

If the Promoter guarantees at least 10 competitors to participate in the competition, the organizer must provide accommodation and meals (minimum 2 two-bed room/ at least hotel *** and half board for 4 persons appointed by the Promoter) for people who in performing in advertising, videos and photos related work.

If the promoter can guarantee less than 10 competitors, the organizer should provide 50% of the above conditions.

Budapest, 20.02.2018.

Garamvölgyi Zoltán

Head of the Cross-Country Rally Commission