2026

RULEBOOK

Revised 11/24/2025; specific to BAJA RALLY 2026; supersedes all prior revisions

***Satellite Radio Requirement: See 3.9 (a)**

2026 BAJA RALLY SEASON

SAN QUINTIN TRAINING

May 8-10, 2026

BAJA RALLY

September 27 - October 3, 2026

CATAVINA RALLY

TBA

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Chapter One - Overview

1.1 Definition

Rally Raid is a competitive off-road motorsports event on varied terrain, to measure the speed and endurance of the riders, and test the performance of the engines and brands. This sport is completed through the navigation of daily stages. To reach the end of each daily stage it is necessary to use the road books, an adjustable odometer (distance marker), a compass and GPS/ Rally Comp, and other security devices that allow riders to navigate the course laid by the organization. The route may include different regions of the country, varying distances of off-road terrain, and non-timed sections of graded dirt roads and paved roads and highways to arrive at the daily destination camp or host town.

1.2 Organization and Promoter

Baja Rally de México S. de R.L de C.V. is the organizing promoter of the competition “Baja Rally Series” which will include 3 valid dates comprising the Baja Rally Season 2023. Baja Rally de México S. de R.L de C.V. is the only entity recognized and empowered to authorize, approve, coordinate, plan, and monitor the motorsports activities of any Baja Rally event.

a) The provisions of these regulations are intended to set the basis for any competitive event during the "Season".

b) The riders, manufacturers, teams, and associations participating in “Baja Rally Season 2023 in Mexico will be regulated by the provisions of these regulations.

c) Ignorance of these regulations and this document does not excuse compliance with them. Similarly, it cannot be argued disuse, customized, or practiced to the contrary.

Officials				
Position		**Name**	**Contact**	**Duties**
General Director		Mauricio Parra	mauricio@lostinbaja.com	General and Administrative
Chairman		Scott Bloom	scotty@bajarallymoto.com	Course design, roadbooks and stage logistics
Competition Director/ Clerk of the course		Willem Avenant	wravenant@gmail.com	Regulatory enforcement, racers’ briefings and dispute resolution
Starter		Andrew Gast	fastandygast@gmail.com	Official Starter and timekeeper
Safety official		Nick Hart	nhart74@yahoo.com	Management and oversight of safety team
Scrutineering & Racer Relations		David Pearson	david@rideventure.com	Technical Inspections & Liaison for racers

1.3 Valid dates

The "Baja Rally Season 2023" will have 3 valid dates.

1) SAN QUINTIN TRAINING: MAY 19 - 21, 2023
2) SIX DAY BAJA RALLY: OCTOBER 1 - 7, 2023
3) CATAVIÑA RALLY: DECEMBER 1-3, 2023

1.4 Participants

To participate in the Baja Rally season 2023 the competitor must complete and submit a certified entry form application and make the minimum payment and deposit requirements in order to be first considered to be qualified.

Competitors must have the appropriate safety equipment and qualifications to pass scrutineering inspection in order to compete as a participant. See technical requirements

The rider must be of legal age 18 years at the time of scrutineering and present a legal document to verify it. If a minor of 16 years wishes to participate, an exception may be requested at the time of application and a legal parent or guardian must sign a waiver and verify the evidence of legal responsibility.

1.5 Categories- 2 General Categories: RALLY RAID & ADVENTURE SPORT GPS

There are two primary categories for which motorcycle and UTV racers may enter as described in I and II below.

I. **RALLY RAID:** Roadbook navigation competition standards for the following classifications further defined in section 1.6 below

RALLY PRO
UTV PRO
ADV PRO
RALLY 1
ROOKIE
SENIOR
MALLE MOTO

II. **ADVENTURE SPORT GPS:** GPS-assisted, non-competitive trail ride without roadbook for the following classifications further defined in section 1.6 below.

MOTO
UTV
ADV
SENIOR

1.6 Classifications: 7 General Classifications

There are as many as 7 classifications (classes) a competitor may apply to enter and compete. Not all classifications are eligible under the ENDURO COMP category. Each classification listed here is described and explained in further detail.

RALLY PRO
UTV PRO
ADV PRO
RALLY 1
ROOKIE
SENIOR
MALLE MOTO

Rally Pro

Those who may participate in this category are:

a. Riders registered with a 2-wheel motorcycle
b. Riders already qualified as such a “professional” (non-amateur)
c. Riders promoted from lower categories by the organizer.
d. Riders who are over 18 years of age.
e. Riders rated in the top 3 of the category "Rally 1" in any previous Baja Rally competition or championship.
f. Riders who have completed at least one stage of any FIM Cross Country World Championship event (or prior equivalent event)
g. Riders who have placed 3rd or better as a rider of record in any SCORE Baja Race.

UTV Pro

Those who may participate in this category are

a. Drivers registered with a UTV “side by side” regardless of modification. AND
b. Drivers (and co-drivers) who have “applied” to enter the BAJA RALLY as instructed on the electronic entry form, and who have been approved and accepted to drive in this category.
c. Drivers who are over 18 years of age.

ADV Pro

Those who may participate in this category are:

a. Riders registered with a 2-wheel motorcycle over 700cc*, as delivered from the factory with one exception of Yamaha Tenere 700 being included in this classification due to its comparable weight and girth.

AND

b. Riders who have “applied” to enter the BAJA RALLY as instructed on the electronic entry form, and who have been approved and accepted to ride in this category.
c. Riders who are over 18 years of age

Quad Pro

Those who may participate in this category are:

a. Riders registered with a 4-wheel quad motorcycle
b. Riders already qualified as such.
c. Riders promoted from lower categories by level of management.
d. Riders who so wish over 18 years.
e. The riders rated in the top 3 of the category "Rally 1" in a previous Championship event.
f. Riders who have ever completed at least one stage of any FIM Cross Country World Championship (or prior equivalent event)
g. Riders who have ever placed 3rd or better as rider of record in any SCORE Baja Race
h. Riders who are over 18 years of age

Rally 1

Those who may participate in this category are:

a. Riders registered with a 2-wheel motorcycle.
b. Riders who have NEVER placed in the top 3 of RALLY 1 in a previous Championship event.
c. Riders who so wish, except those riders deemed Rally Pro in section 1.5 above
d. Riders who are over 18 years of age

Rookie (First Rally Competition)

Those who may participate in this category are:

a. Riders registered with a 2 wheel motorcycle.
b. Riders who have NEVER previously participated in any competition of the Championship or any sanctioned navigation rally competition.
c. Riders who are over 18 years of age

Senior (55+ Years of Age)

Those who may participate in this category are:

a. Riders registered with a 2-wheel motorcycle.
b. Riders who have reached the age of 55 as of the start of the event
c. Except those riders deemed Rally Pro in section 1.5 above

Malle Moto (Unsupported Racer)

Those who may participate in this category are:

a. Riders registered with a 2-wheel motorcycle of any displacement over 125cc.
b. Riders who so wish.
c. Riders who are over 18 years of age

1.7 Numbering

The racing numbers of motorcycles and UTVs for the purposes of safety, timing, and scoring are assigned to the rider based on the chronological date of entry except for the number 1, which is reserved for the prior year's Moto Champion, and number 100 which is reserved for the previous years UTV pro champion. Duly entered competitors will receive notification of their respective racing numbers at the time their entry application has been accepted and will be provided 3 adhesive numbered backings with their registration packet at the check-in registration desk on the date of scrutineering at the event. These numbers will be placed on the front and each side of the motorcycle and appropriately on UTVs before beginning the technical inspection of the vehicles and

competitors' safety equipment.

1.8 Registration

All entries will be made before the event on the dates mentioned above and listed on the website www.bajarallymoto.com

Chapter Two

Characterizations and Terminology of Rally Raid Competition

2.1 Terminology, Acronyms & Rules

Bivouac
Area located between the timing controls at the end of a stage and the start of the next, where all participants of the event regroup at the end of each day and spend at least one evening overnight. Typically a hotel or campground located on private property, this area is located on the general Service Route and disclosed at least 3 months before any event in the Series. In the bivouac, competitors NOT still entered in the event may continue to be in the bivouac along with those registered as "Pit Crew". Disqualified competitors and their crews may be disallowed from entering or reentering successive bivouacs if their credentials (wristbands) have been stripped due to unsportsmanlike conduct disqualification or other serious safety infractions.

The Bivouac zone or Hotel will be determined by a fenced or marked area, the center of which will be the designated race control, set up by the organizers. Any team members (including riders) will be allowed to ride a machine outside the bivouac only for technical testing provided they are not on an official course unless previously authorized by the organizer for the purposes of post-stage extraction of vehicle or competitor.

1-hour Penalty or Disqualification for
- Exceeding the maximum speed limit of 5 mph in the bivouac area
- No vehicles are to be present in the "food area"

Circulation
Riders must navigate as indicated by the road book, to the controls listed. The waypoints that appear in the roadbook will be regarded as obligatory passage points and may not deviate more than those indicated in the roadbook. For each lost waypoint; the rider will receive a penalty as described in 2.2 Penalties.

When the road is defined it will appear in the road book a solid line and the rider is prohibited to travel more than 1.5 kilometers (1 mile) away from this road – in any directions – when the road is not defined (ie: off-piste, HP, navigation zone) will appear in the road book as a dotted line and competitors are prohibited to move more than 3 kilometers (2 miles) away from this road – in any direction. Regardless of the incident, cause, or purpose competitors will be affected by time penalties and or DNF by virtue of missing or skipping compulsory waypoint obligations.

During the entire competition, all riders must comply with the local traffic laws in areas of public circulation; official traffic violations will be treated as follows:

1st infringement: 30 minutes penalty

2nd infringement: disqualification

Competitors' Meeting / Riders Briefing

The meeting will be conducted jointly by the General, Event and Competition Directors, or their delegates. Attendance is mandatory for all competitors and each should bring the roadbook for the next day to the briefing. In some cases, the roadbook will be given to each participant only after they check in to the briefing. The text of the briefing regarding safety may also be published on the official board.

Riders Meeting will be held the night before the start of the first stage (with exception of a Super Special Stage) where the rider must already be in possession of the road book and timing card, will be explained the road book, detailing the route and other information or last minute changes.

Control Zones

Any control, being Timing Control, of departure or arrival of the stages shall be visibly marked. The signage of controls will be found to the right of the control zone. Every control zone is considered Parc Ferme and the duration of stop will not exceed the basic time for noting and checking of officials. Riders are forbidden to enter a control zone in another direction than that established by the road book and will result in disqualification. For some controls, the rider will have the adequate passing time or expected arrival indicated in the road book.

Disqualification

Penalty decided solely by the organizer following a major violation of the regulations listed herein or a series of less serious violations that recur. A DQ is not the same as a DNF.

FZ (End of Speed Zone: FSZ)

End of the speed control zone, marked with an FSZ on the Rally Comp and an FZ on the roadbook.

General Classification Results

The cumulative overall results ranked on the lowest net elapsed time, after penalties, aggregated after each successive special stage. General Classifications are assigned to each vehicle type (Motorcycle and UTV) but may also be assigned for category and classification when practical.

GPS/ RALLY COMP

The metering and safety device and satellite-based tracking system used to regulate and monitor the event. See Rule 3.12 below.

Passage Control (PC) Checkpoint Cutoffs

Each part or section of a stage route is denoted by a series of Passage Control (PC) Checkpoints that must be cleared (or past) in the time allowed in order for drivers/riders to be allowed to continue forward to successive PCs and, ultimately, toward the Finish of the Special Stage (FSS). For example, if the closing time of any PC on the stage precedes the participant's arrival to that PC, the participant will be diverted away from the remaining sections of the special stage and safely re-routed toward the liaison stage or bivouac, whichever is closer or more practically safe. In any case of any competitor failing to clear all of the stage's PCs, they will receive a DNF for that stage and further disqualified from receiving a final classification time described below in section 4.2 Qualifications.

Passage Control checkpoints are placed strategically on each special stage route by the organizer and the PC cutoff times are determined and may be changed by the race director and/ or organizer at the precise time of the closure. PC closing times and ARE NOT required to be disclosed to any competitor prior to any PC's being closed. Some PC's, typically earlier in the event or occurring closer to the beginning of the stage route, will not need to be closed or even assigned a closing time. It is important to note that PC closing times are level (constant and equal) for all competitors in each category, classification, and vehicle type but the PC closing times may be different for each category, classification and/or vehicle type.

Subsequent to Passage Controls being used as checkpoints for safety purposes, PCs may also be used for recording and publishing live timing and scoring results and interval timing updates.
For each stage, all the Passage Control points are required, and shall be properly marked in the road Book with the initials PC, the missing of a checkpoint register on the timing card will apply for a penalty. PC points close 60 minutes after the ideal time of passing for the last rider
All the waypoints mentioned on the roadbook of each stage will be considered as Virtual Checkpoints, being controlled by the GPS/ RALLY COMP

During the entire event, the competitor is solely responsible for the correct use of the GPS/ RALLY COMP and it is their ultimate responsibility to verify that the information provided by the organization is loaded in the device before each stage.

Liaison Stages
The non-timed section of the Rally that connects the special stages together or between Timing Controls (TC) of departure and arrival of the stages; should be duly noted by the organizer in the road book with this name "Liaison", and must be performed within the predetermined time by the organizer. The time of Liaison is invalid for classification, notwithstanding any penalties incurred in this section that may validly affect the general classification.

For each stage of the rally, the rider will get a road book signaling with references and/or GPS points indicating the path that must be followed.
The GPS/RALLY COMP will be used for speed control, radar zones, checkpoint, and or confirmation of the following of the route.
Special stages may range from 30-400 km depending on the terrain or path, looking for riders to end the competition day before Sunset.

Marathon Stage
A Stage with limited assistance in the bivouac at the end of the day in a sequestered area that is disallowed for competitors' support teams and the general public. Competitors are allowed to pack a single parts box (which is transported by the organizer) to hold spares, parts, and supplies. Not every event has a marathon stage.

Neutralization
The time and space within a special stage that is temporarily not being timed, such as a mid-stage fuel stop or Timing Control (TC) section of the special. Neutralization zones are used to equalize timing and scoring when it is not practical to keep time and score as described above.

Stage Cancelation
At the organizer's discretion or by the authority of local governments and jurisdictions, a special stage may be canceled or cut short due to safety, technical, or regulatory reasons. In the event of stage

cancelation before the scheduled start time and before any competitor has started, that stage will be “scratched” from the overall event and no competitor will receive any result for that stage.

Accordingly, under these circumstances, no competitor will be otherwise adversely affected by such a cancelation. In the event of a stage being canceled or “cut short” after a stage has been started AND all competitors in any respective category, classification, or vehicle type have both started the stage AND cleared at least one PC, a time will be awarded corresponding to the elapsed time of the preceding waypoint cleared by all competitors in that group. This elapsed time will include any penalties and violations up to the cancelation point’s PC.
Competitors participating within specific categories, classifications, or vehicle types should not be dis-equalized or inadvertently affected by any unforeseen stage cancelation or shortening.

SZ (Start of Speed Zone: SSZ)

The start of the speed control area marked with a Rally Comp reference signal (buzzer and SSZ indication with prescribed speed limit typically preceded by a waypoint on the road book (WPM or WPE).

Parc Ferme

A sequestered area where preparations or vehicle repair are not allowed, except as expressly stated cases in Supplementary Regulations of the event.

Parc Ferme is a fenced and gated area, preventing the entry of unauthorized persons. Its limits will be clearly marked and monitored to ensure that only authorized people can enter or have access to the machines or vehicles. Its purpose is to register the type, make, model, and technical specifications and condition of the vehicle. Competitors are allowed to enter and leave with the engine running. After parking the vehicle inside the Parc Ferme, the competitor will immediately leave the zone, which from then onwards cannot be entered.

To leave the Parc Ferme to start a stage, regrouping, or the end of a stage the participant will be allowed to enter the Parc Ferme 10 minutes before his departure time.
Once the Vehicle is within the Parc Ferme, under penalty of disqualification, the rider will not engage in:

a) refueling or replacement of any kind of fluids of the vehicle
b) any kind of repair or mechanical work to the vehicle
c) touch the race vehicle of any other participant
d) turn on the engine

Regrouping

A stop determined by the Race Director to allow the consolidation of competitors during the special stage to reduce the intervals or physical space between competitors on the course. The purpose of a regrouping is typically for safety concerns and the occurrence of such a condition is unforeseen by the organizer.

The purpose of the regrouping is to reduce more or less important intervals, which may occur between the riders for several reasons. On arrival at the regrouping, the rider delivers the Timing Card to an official and receives instructions for his new starting time. Riders and vehicles will be parked in a temporary space to await departure time.

Road book

Each rider will receive a road book, pictures and information, containing characteristic features, and obligatory waypoints

Route
This is defined by the official road book, confirmed by the driver of the opening vehicle.

Special Stage (SS)
Stage recording real speed against real-time.

Special Stages are timed sections of the route comprising the competitive portion of the event that are scored and ranked for the purposes of calculating finishing classifications and results.

In a Departure from the Special Stage control zone, the motorcycle or UTV must be aligned in front of the departure control and arrive at WPE. The official shall register the official time in the Timing Card (hour and minute) and will count down 30, 15, and 5 seconds for rider's departure time. Competitors will have 30 seconds to depart after the start time before they are warned of a “late start”.
After 60 seconds the starter (staff) will remove the competitor, at the starter’s discretion, from the start line to allow time and space for the next scheduled competitor to prepare for a timely departure.
The starter or staff will, as practically as possible, re-insert the late starter into the starting order considering:

a. Safety of all participants and staff
b. Fairness to all other participants so they are not inadvertently affected

Except, in the case of an emergency, the official time of start may not be modified. If the rider attempts to start before the signal is given, a 5-minute penalty will be applied for each second early that they departed before schedule and an official warning will be applied at the end of the test.

Riders may not stop between the warning panel of a Passage Control or Time Control and the control station, either start, passage control, or finish.

At a distance of 100-300 meters (495-985ft) after the finish of a special stage, the rider must stop at a marked timing control where officials are present. The competitor must present their timing card to the official for manual recording of arrival time in hours, minutes, and seconds.

Sports Penalty
Any penalty imposed for speeding, missed PC, WPM or any gross misconduct or other violations committed in any part of the event.

Stage
Each daily part of the event is separated with a bivouac, starting point, or ending.
Stages are the set of sections of a Rally event consisting of one or more Specials and one or more Liaisons; the Stage should correspond to the day of the event.

Sweeper
An organization vehicle (sweeper) will close the road. As it is impossible to guarantee that the sweeper will go through exactly where a machine may be broken, it is the responsibility of the rider to stay on the course or tell another rider of his intentions. The sweeper will locate individuals and damaged machines and relay extraction information to the appropriate medical, technical, or team personnel.
Any rider who refuses to board the appropriate medical or technical vehicle does so at their own risk and must sign a release request that will be presented to him by members of the organization.
Riders who leave their machines before the passage of the sweeper does so at their own risk. The

organizer cannot be held responsible in any way for damage or theft.

Timing Card

Card carried by competitors designed to have the organizer staff manually place the times of different events such as the start and finish of special stages or other events such as mid-stage re-fueling or Time Control Zones on the itinerary. Timing cards are used for internal control of scoring processes as a backup in the event of satellite systems glitches or failures.

At the start of each day, the rider will receive a Timing Card to record the time of arrival at each checkpoint. This card must be presented to the organization whenever requested by an official. At the end of each stage, the card must be presented to the presiding official. Only officials may make annotations on the card. The rider is solely responsible for their card. All information noted on the Timing Card has official status and for purposes of review or verification of results, the information annotated will take precedence.

The absence of a record of any control, depending on the importance of control, will result in a penalty from 5 to 30 minutes after official review. Loss of card will result in a 1-hour penalty. Fraudulent information recorded on any card will result in disqualification.

Timing Controls

Time Controls open 30 minutes before the indicated time of passing for the first rider, and each control will close 30 minutes after the indicated time of passing for the last riders, considering the maximum time assigned by the organization.

At the timing controls, riders must present the timing card for recording official time. The competitor must verify the recording is completed and accurate.

The process begins once the rider passes the entrance - appropriately marked – once within the scoring area your time is official, rider must come to the control table and present Timing Card to the official, where the time is recorded: hour, minutes, and signature or seal.
In a timed special stage followed by a Liaison the arrival time for the following special stage or timing control will be annotated on the timing card.

When a timing control is followed by the start of a special stage, the two points will be combined into a single control area and appropriately marked.

Virtual Passage Control (Vitrual Check Point)

Points on the special stage where a virtual timestamp updates and logs competitors' time and standing in the overall scoring of the stage.

Waypoint WP

A GPS-based point defined by latitude and longitude coordinates and used to regulate, meter, and monitor the event. There are several types of WPs used for these purposes and each is noted on the roadbook as an obligatory passing point and displayed on the Rally Comp in sequential order that is logged and timestamped as data for compliance, timing, and scoring. See APPENDIX II for detailed definitions and explanations.

WPE- Waypoint Eclipsed
DSS- Depart Special Stage
WPM- Waypoint Masked
WPS- Waypoint Safety
STP- Waypoint Stop
SSZ- Start Speed Zone

FSZ- Finish Speed Zone
PC- Passage Control
FSS- Finish Special Stage

2.2 Penalties

Unsportsmanlike conduct: Verbal or physical abuse, drunken belligerence, aggression, obscenities or other unsportsmanlike conduct by any participant or any affiliated support crew person or manager toward another participant, race crew, local resident or event official will be subject to disqualification from the event pending review of the competition board.

Speeding: 1 minute for each second exceeding the maximum speed limit as listed in the road book, according to the information stored in the data files of Rally Comp. In the rare event of the roadbook and Rally Comp device are not synchronized with the same speed limit the SZ. the competitor should remember to take the slower limit of either (roadbook or Rally Comp) and may be credited lost time if there was a consequential disadvantage for doing so.

Destruction of Ecology: In agricultural areas, forest areas, and environmentally sensitive areas itineraries and all the road book instructions must be strictly respected. It is prohibited to cut off-course through fields, valleys, deserts, and forests. After a review of competitor data logs, it may result in a warning for the first occurrence and disqualification thereafter.

Blockage: A competitor or any member of the team is blocking or intentionally impeding the passage of other riders that are not deemed entirely for the purposes of general safety.
Depending on the severity of occurrence, warning, or disqualification.

Flagrant Cutting: Riding or driving off the route that either damages the environment or endangers humans, livestock, and private property. Depending on the severity of occurrence, warning, or disqualification.

Roosting: Spinning the wheels of a motorcycle or vehicle that causes dirt, sand, dust, or any debris to fly into the air toward event staff or property. The first occurrence not resulting in injury or damage is a warning. Injury incidents or subsequent violations result in disqualification.

Operating a motorcycle in the bivouac without a helmet: Warning for the first occurrence and disqualification thereafter.

ZERO TOLERANCE FOR: (Disqualification results from any of the following):

- UTV makes any contact with a motorcycle rider on (or off) a motorcycle.
- Ingesting alcohol, illegal drugs, being impaired or intoxicated on a liaison or special stage.
- Leaving the scene of any collision with another vehicle that involves damage or injury.
- Tampering with another competitor's vehicle or equipment without the owner's knowledge
- Removing data or the microchip data card from any Rally Comp device.

WPM Skip: 20 minutes
WPM Open: 10 Minutes

WPS Missed: Must Be skipped: 20 minutes

Penalties	
Infraction	**Penalty**
WPM Skip	20 min
WPM Open	10 min
WPS Missed: Must Be skipped	20 min
Unsportsmanlike conduct	20 min up to disqualification
Speeding	1 minute for each second exceeding maximum speed limit
Destruction of Ecology	disqualification
Blockage	warning up to disqualification
Flagrant Cutting	warning up to disqualification
Roosting	warning up to disqualification
Early departure DSS	5 min for each second before schedules time and official warning
Time card - absence of record	5-30 minutes
Time card - fraudulent entry	disqualification
Time card - loss	1 hour
Parc Ferme - infraction	disqualification
Bivouac - exceeding 5km/h	1 hour up to disqualification
Bivouac - riding without helmet	1 hour up to disqualification
Bivouac - vehicle in "food area"	1 hour up to disqualification
Official traffic violation	30 min first infringement; disqualification second infringement
Succesive late starts	15 min first infringement; 1 hour second infringement
Assistance outside permitted area	1 hour
Assistance from unofficial vehicle	1 hour
Assistance crew moves vehicle in liaison	DNF
Speedzone infraction	1 minute per second of speeding violation
Rally Comp - loss of route recording	if no back up track provided - full stage penalties for all missed wp's

Chapter Three- Technical Considerations

3.1 Departure Order

If there are no results from any previous stages, for the 1st stage of the event the organization may:

A) Have a prologue or Super Special Stage (SSS) the first day to get a timed departure order following the best times

OR

B) Start riders in a “seeded” order of the organizer’s choosing.

Each successive stage will use the previous stage results to restart competitors at 2-minute intervals and with vehicles separated by types in departure sequence. There is typically a minimum of 1-3 hour “cooling off” period between vehicle types starting from the last departure time of one before the first starting time of the other in the following order:

Motorbikes
UTV’s

At the start of each day’s stage(s), the departure instructions from the bivouac will be given to each group of riders at the exact time the competitors from each group is to depart the bivouac. The riders will have 1 minute to leave the Time Control area from the bivouac to begin the liaison. The time allotted to travel the distance on the liaison to the start to DSS is calculated by the safe and reasonable estimation of travel time plus 15-30 minutes of buffer. Thus the intention is to not have competitors traveling at dangerous speeds in order to reach the DSS in time safely.

Repositioning of Start: At the end of a daily stage the organizer can modify the departure order of the following day’s stage at their own discretion due to any variety of safety or equalization purposes.

Late Starters: Competitors who arrive late from a liaison stage into the timing control area of a special stage may not disrupt the starting order of the other competitors. If the officials controlling the special stage departure can safely place the competitor into the proper order of the scheduled start times without disruption, there is no penalty or punitive effect on the competitor. However, if any competitor struggles to depart the special stage on the countdown orders of the official “starter” personnel (ie: the competitor fails to produce their Timing Card, motor stalling, or other mechanical or personal issues), the elapsed time of that day's stage will be effective from the scheduled starting time instead of the later start that may eminently ensue. The additional time advantage supposedly gained by the difference in the competitor’s scheduled start time and the actual start time will be manually added to the competitor’s daily stage time without the occurrence of a penalty. Successive late starts and manual re-calculations of the same competitor’s scoring on later stages in the same event will be accompanied by a 15-minute penalty on their second occurrence and 1 hour for each occurrence thereafter.

Delayed competitors who fail to start before the sweep vehicle will be disqualified from that stage and will receive a DNS (Did Not Start). Failure to comply with DNS orders will result in disqualification from the event.

3.2 Scrutineering

a) Inscription verification (documents and wristband)

b) Number plates verification (supplied numbers affixed correctly)

c) Sponsors branding (official number plate stickers) may not be modified or covered

d) Vehicle in good conditions verification (tires, muffler, spokes, general conditions)

e) Safety equipment (helmet, boots, gloves, jacket, goggles, fire suits, extinguishers)

f) Gas tank verification (meets distance requirements, leaks, heat shield)

g) Hydration system verification (100oz or more per person)

UTV Safety Requirements:

Race suits are to be worn at all times when in the vehicle, race suit must be an approved fire-resistant safety suit that is either FIA or local sanctioning bodies approve of and free of holes and/or excessive wear.

Fire extinguisher(s) required in the vehicle and within reach of the Driver or Navigator.

Helmets must be SNELL M2015 or ECE 22.05 at a minimum and free of damage for the outer shell.

Moto Safety Requirements:

Spokes must be zip-tied or safety wired at the intersection points.

Eyeglasses or sunglasses may not replace the requirement for motorcycle riders to wear goggles or for UTV drivers and co-drivers to have protective eye shields on helmets.

Auxiliary fuel containers, if any, must be approved by the organizer based on best practices of containment and transport and may be disallowed solely at the discretion of the event organizer or attending staff/ contractor inside of a timing control zone and fueling area.

3.3 Assistance

During the Rally riders are allowed outside assistance for repairs and refills, except during special stages, unless there is a technical note exception in the road book such as a neutralization zone that coincides with an assistance zone.

Support vehicles will be allowed to assist in certain authorized areas; whoever receives assistance outside permitted areas will receive a penalty of 60 minutes, except in case of an emergency or accident.

All support vehicles must be registered; the rider receiving support from an unofficial, non-registered vehicle will receive a penalty of 60 minutes, except in case of an emergency or accident.

Unsportsmanlike conduct, insults, verbal or physical aggression, and any manifestation of disrespect of officials, authorities, and/ or fellow riders and support teams will be analyzed and penalized to the extent of disqualification.

The organization will NOT allow the support teams to carry fuel during the special stages. Only the competitor is allowed to refuel during a special stage on a spot or space assigned by the organization.

It is not allowed for support vehicles to operate or move within special stages before the official sweeper.

Riders may help or tow fellow entered riders in any section of the stage and liaison. No time will be credited to assisting competitors for such assistance.

Support crews are strictly prohibited from aiding in moving a competitor's vehicle forward in the liaison, penalty is a DNF in the day's stage. Competitors must finish under their own power via power plant, pushing/pulling vehicle, and/or towed by a fellow competitor.

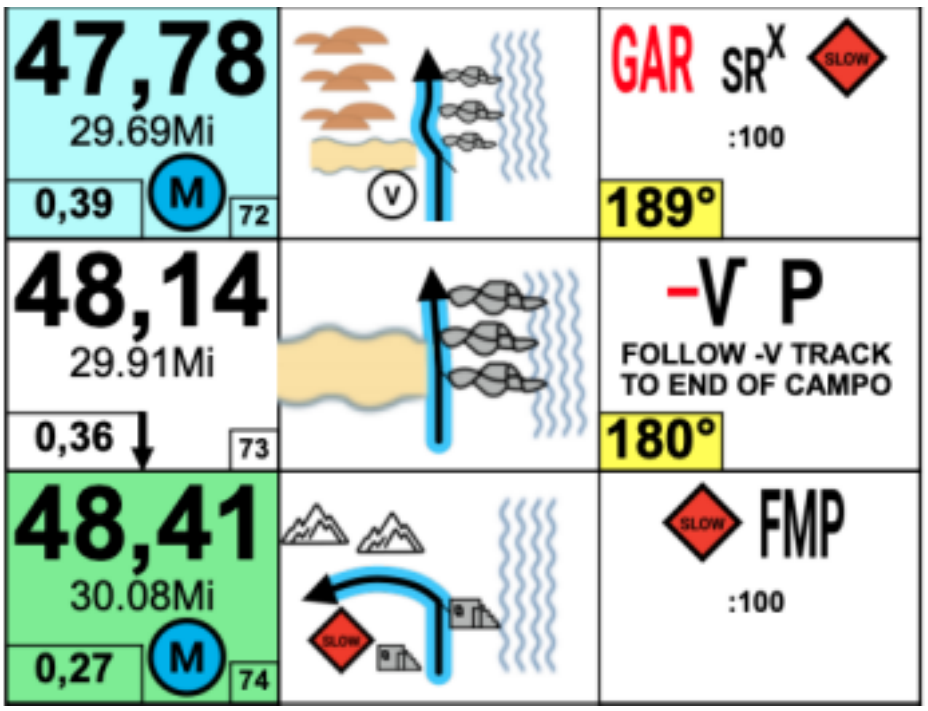
3.4 Advertising

Competitors are allowed to place any advertising on their bikes or riding attire, considering that:

- They do not obstruct the space reserved for official numbers.
- In the spaces reserved for the organization, riders are required to place the event sponsors advertising on their motorcycle in the form of number backings.

3.5 Roadbook Page- Also refer extensively to RALLY NAVIGATOR.com and to APPENDIX for a complete list of roadbook symbols and abbreviations.

Roadbook Page Samples and Explanations from 2020 BAJA RALLY



NOTE 72

***KM 47.78**
***WPM072 (100m at open)**
***GET AROUND**
***ROCKY TRACK**
***SLOW**
***CAP 189 AT EXIT**

NOTE 73

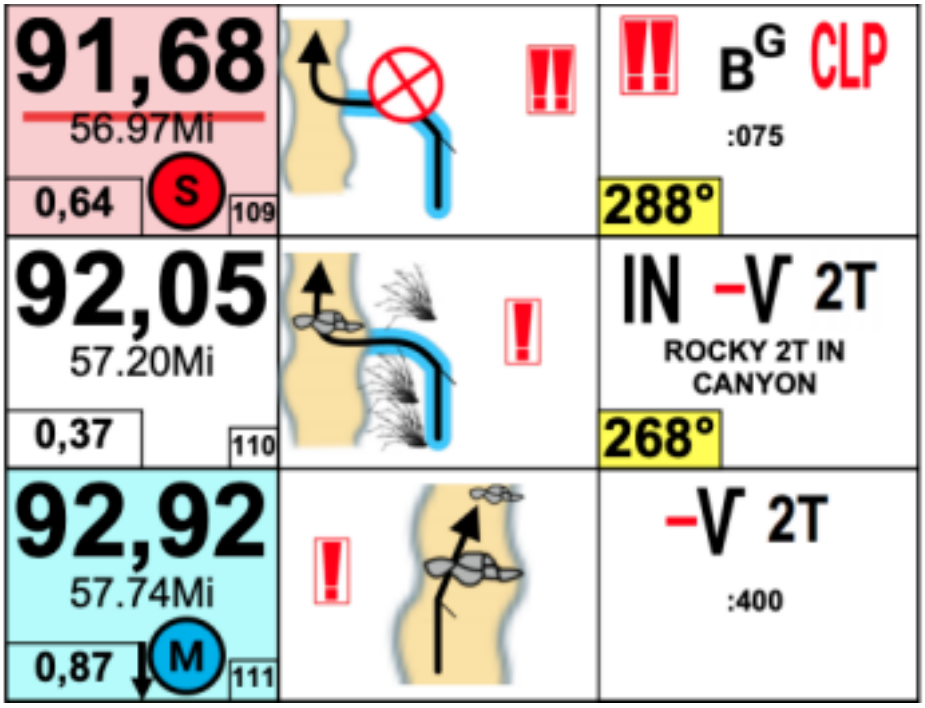
***KM 48.14**
***LESS VISIBLE TRACK**
***ROCKY**
***CAP 180 AT EXIT**

NOTE 74

***KM 48.41**
***WPM074 (100m at open)**
***FOLLOW MAIN TRACK AWAY FROM WATER**

NOTE 109

***KM 91.68**
***WPS109 (75m at open)**
***DOUBLE CAUTION**
***BIG COLLAPSE**
***LEFT/ RIGHT INTO WASH**
***CAP 288 AT EXIT**



NOTE 110

*KM
92.05
*LEFT/ RIGHT INTO WASH
*LESS VISIBLE 2-TRACK
*SINGLE CAUTION
*ROCKY
CANYON
*CAP 268 AT
EXIT

NOTE 111

*KM
92.92
*WPM111 (400m at
open)
*LESS VISIBLE 2-TRACK
*SINGLE CAUTION
*ROCKY
CANYON

3.6 Fuel Tank and Autonomy (fuel range)

All vehicles must have a minimum fuel range of 190 km (120 miles). It is allowed to use the auxiliary gas tank(s) on the bike or UTV whenever it is properly fixed to the chassis. If a commissioner detects any leak, dangerous containment in a tank, or damage, any such tank must be properly emptied into another container immediately and sufficient repair must be made overnight before the continuation of the event.

Auxiliary Fuel Cells:

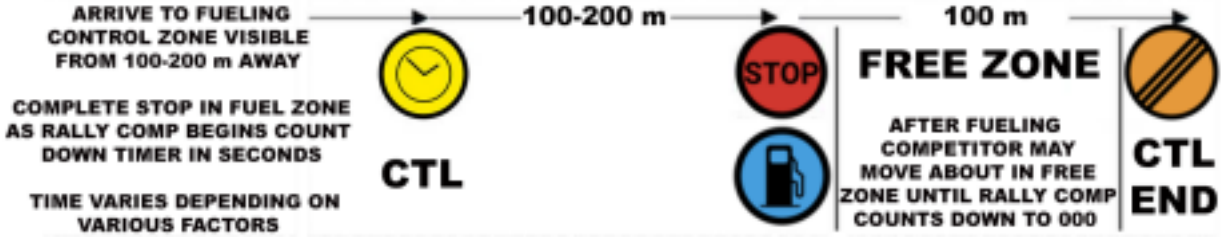
Auxiliary fuel cells may be used to achieve the required autonomy but must be an approved fuel container or cell. The use of water bottles and other plastic containers not rated for fuel transportation or storage is strictly prohibited. **Transporting auxiliary fuel on the rider's person (attached to the rider's body) or in the drivers compartment of a UTV or 4 wheel vehicle is strictly prohibited.**

Riders are responsible for complete fueling of their vehicle.

3.7 Fuel, Mid-Stage Refueling Process and Protocol

All participant vehicles are expected to begin each daily stage with a sufficient quantity of fuel to meet the minimum fuel range requirement listed on the roadbook detail header and/or what is advised by the organizer in during the previous evening's competitor briefing. All fuel is the responsibility of the competitor and the organizer will not make any consideration for transporting excess fuel for any party unless the organizer is providing for all participants in the case of a mid-stage refueling zone.

Mid-Stage Refueling is managed by the organizer and announced the prior day and denoted in the roadbook by notation number and kilometer reading of the refueling zone. The process for safely re-fueling competitor vehicles is managed through the use of STP (Waypoint Stop) and Time Control Zone as noted in the diagram below and denoted at the physical area of the zone with sign markers no smaller than 70 cm in diameter.



***Mid-stage refueling zones and the time controls used to manage the process allow for different STP Waypoint times and countdowns measured in seconds, not minutes. A mid-stage refueling zone with a Waypoint STP of 180 is (listed in the right-hand box of the roadbook notation) is equal to a 3-minute stop. From the time the vehicle is completely stopped inside the fueling zone, the Rally Comp unit will begin to countdown each second from 180. When the countdown reached 000, the STP has completed and the Rally Comp unit will display GO!!!. Competitors must begin to continue on the special stage without spinning tires or roosting dirt, dust, or debris in the zone or on the personnel.

3.8 Safety

It is the obligation of the organizer to ensure the presence of emergency medical services throughout the entire event. The event cannot be started for any reason if the services are not present. Medical services hired by the organizer for the event, must have at least one ambulance.

End of Stage Safety Checkpoint (new for 2023)

Compulsory *Rider/ Driver* safety check for each *participant* after each stage

Immediately following the completion of each special stage and/or inbound liaison stage, each competitor will submit their Timecard to a timing official to record the arrival time. The Timecard will then be passed to a safety official under a tent immediately adjacent to where the timing official is working. The purpose of this checkpoint is to isolate any instance of injury that may have taken place, however big or small, ~~and to detect any possibility of concussion~~.

The competitor will be greeted by the safety official and asked 2 questions:

1) How was your stage today?
2) Did you crash today or have any injuries?

During this process, at least one additional organization or safety staff member will make a visual inspection of the competitor and their machine, paying particular attention to the competitor's responses and further visual inspection of the:

Rider’s helmet and visor to check for scrapes, scratches, or signs of damage.
Rider’s shoulders, elbows, and knees, for rips, tears, scrapes, or signs of damage.
Motorcycle’s handguards, wheels, fenders, and navigation towers.

All competitors must participate in this safety check and answer both questions honestly before receiving their Timecard back from the safety official.

3.9 Protection and Survival Equipment

***New Satellite Radio REQUIREMENT Starting 2021 see Rulebook 3.9(a)**

All riders must be equipped with the following safety equipment and survival, which will be monitored at each start:

a) Organization-configured “push to talk” handheld satellite radio; Must be activated and functioning at scrutineering (available for rent before registration)
b) 3-liter water reserve (100 ounces) per participant
c) Basic first aid kit
d) Helmet; SNELL, ECE, JIS, with no more than 5 years of usage
e) Essential motorcycle racing gear: goggles, boots, gloves, long sleeve jerseys and pants, knee guards (UTVs require FIA or SFI approved fire suits)

Note: Riders cannot start without required equipment. If an official in a control zone special stage detects a competitor without the required equipment, the rider will not start the stage and may receive a disqualification from the stage. On the second occurrence of a competitor attempting to begin a stage without the required equipment, they will be disqualified from the event.

3.10 Aid and Involuntary Delays

In case of an accident, the riders or teams must promptly notify the organization or event officials by Icom PPT satellite radio **AND** Rally Comp’s Send Message feature.

To prove that they helped in an accident, the competitor is required to gather evidence(s) and submit it to the organizer.
Unjustified stopping in the area of the accident will not be rewarded with a subtraction of the time spent.

Standard Protocol for any Injury Incident: The first person or team to arrive on the scene of an accident is mandated to stop and assist however possible. In the case of a any injury that appears serious, the assisting rider must:

A) Stop competing and stay with the injured rider indefinitely until medical assistance arrives, and:
B) Immediately use PTT Satellite Radio AND Rally Comp’s “Send Message” feature to alert the organizer of the details of the incident:
1. The name(s) and/or competitor number(s) involved in the incident. 2. The corresponding location is approximated by using:
a. The roadbook kilometer or approximate notation number on the roadbook.
b. The WPM number displayed on any Rally Comp unit if any party is competing under the Enduro Comp category, and:
C) Ask the next competitor who arrives second to move down course to alert the officials of the event;

Otherwise, if the accident is not serious, and the injured rider does not appear to be at any risk of worsening

D) The first assisting rider may follow the course and further advise event officials of the incident.

Failing to attend to or stop for an injured rider will result in disqualification

Under each of the circumstances above (A,B,C,D):
Any time lost while assisting an injured rider will be calculated and redeemed upon request and review by the competition committee.

The assisting rider, with the endorsement of the injured rider and medical personnel, will have their time restored according to data provided by the GPS/ RALLY COMP

3.11 Radio Communications

Riders may not use VHF radios to communicate with support teams. Instead, riders are required to carry a registered and activated “push to talk” satellite radio to use for safety purposes as stated in subtitle D of Section 3.9 Protection and Survival equipment.

3.12 Rally Comp Device and Tracking (Included in the cost of the entry fee)

An organization-provided Rally Comp unit must be properly installed and functional through scrutineering (technical inspection) and at the departure of each special stage. Riders will receive their Rally Comp devices, antenna, and alert buzzers that will be loaned to them for use during the BAJA RALLY. It is the rider’s/ team manager’s ultimate responsibility to make sure their Rally Comp unit stays fully powered at all times. Any power failure during a special stage may result in a substantial time penalty for the rider.
Therefore, riders must fully accept the responsibility for their respective units being mounted and powered. In the event that the Rally Comp ceases to function due to electrical or crash damage, competitors are required to continue down the course and follow all posted speed limits noted in the speed zones in the roadbook.

Scoring for such incidents will be based on a time card and the rider's GPS track log. Rider must surrender their GPS immediately upon entering the bivouac. The organization does not provide a GPS for these tracking purposes, it is the rider's responsibility.

Mounting the Rally Comp is simple and BAJA RALLY staff will guide riders. It is the rider's responsibility to fit the Rally Comp onto his / her bike. The Rally Comp unit shares the same footprint and connector cables as conventional navigation meters such as RNS and ICO. Riders are required to “make space” for the proper installation of Rally Comp and provide a power connection for the Rally Comp.

For example, riders must arrive at scrutineering prepared to allow BAJA RALLY officials to mount the RALLY COMP, using the same mounting method and power connection (M8 3-pin, male) as conventional meters such as RNS or ICO. BAJA RALLY will work with and assist riders, and team managers to insure proper compliance with rule 3.12.

Chapter Four-Results and Appeals

4.1 Protest

1. All appeals and protests must be submitted in writing (or via email) and handed to the Clerk of the Course / Competition Director accompanied by the security deposit of $ 1000 Pesos ($70 dollars) . This security deposit will be returned to the competitor if the appeal is granted.

2. The final deadline for filing an appeal against the classification of a stage is valid up to three (3) hours after the posting of the Provisional classification of the stage. If the appeal or protest does not involve timing or scoring, the deadline is 22:00 local time on the day of the alleged occurrence/issue.
The final deadline for protest, at the end of the event, will be half an hour beginning from the time when the official general classification of the Rally is posted.

3. The Competition Committee will consider all the reports and investigate the matter adequately before rendering a decision. The decision will be made at the very latest, before the beginning of the next stage, or, if the appeal regards the final stage, before the announcement of the total results.

4. No protests or appeals are considered against the final decisions of the Competition Committee.

4.2 Qualification

Competitors must finish each day's timed special stage and liaison in order to be awarded a final classification time. In the event of a DNF for the day, the competitor will receive a DNF for the event and will no longer be eligible to earn a final classification time or place in the overall standings.

Competitors who do not finish the special stage may be cleared to compete on the following day's stage by the Safety director and/or the Race director depending on the nature of the DNF.

Competitors must finish the prologue and special stages unassisted and under their own power or that of another competitor.

Finisher status will only be awarded to those completing all special stages. The accumulated penalties are presented in hours, minutes, and seconds.

The final classification will be determined by the total time achieved and accumulated on completed special stages net of penalty adjustments.

The rider with the lowest aggregate elapsed time, net of penalties, will be declared the winner, of the stage, of the event, of his class and the overall scratch.

In case of a technical tie the winner will be defined by the following criteria;
1) most stages won;
2) most second places;
3) most third places and if a tie is still the result;
4) best time on the longest special stage in km of the event.

4.3 Publication of Results

The results will be published in a partial manner at the end of each stage; after the competitors briefing and no later than 10:00 pm the same day.

4.4 Score of each event (points chart) (EXCLUDED FROM 2023 SEASON)

1st 25 points 11th 10 points
2nd 22 points 12th 9 points
3rd 20 points 13th 8 points
4th 18 points 14th 7 points
5th 16 points 15th 6 points
6th 15 points 16th 5 points
7th 14 points 17th 4 points
8th 13 points 18th 3 points
9th 12 points 19th 2 points
10th 11 points 20th 1 point

4.5 Final results of the championship (EXCLUDED FROM 2023 SEASON)

All dates of the 2023 Season will be excluded in determining the final places in an Annual Championship series. (SECTIONS 4.4 & 4.5 **EXCLUDED FROM 2023 SEASON)**

In case of a tie in first place at the end of the championship; 1) most stages won; 2) most second places; 3) most third places and if a tie is still the result; 4) best time on the longest special stage in km of the series.

RALLY COMP WAYPOINTS

The following icons and descriptions apply to BAJA RALLY® competitions and training programs using RALLY COMP and adapted to Rally Navigator software

Waypoint Eclipse- WPE

Waypoint Eclipse - Used to Guide competitor to a given location (i.e. Start of Special Stage) WPE Waypoint is always "Open" with an arrow pointing to the WPE location and “distance to” displayed.

Waypoint Masked- WPM

Waypoint Masked is "Closed/Masked" and the arrow is hidden until the competitor is within a specified Distance/Radius to the waypoint. Once the competitor is within the specified Distance/Radius the WPM "Opens" and an arrow with the distance to the waypoint will appear to guide the competitor to the Waypoint Center. The WPM Waypoint "Opens" at a specified distance called the Open Radius and varies depending on the terrain and nature of the WPM.

!!!CAUTION: The arrow points directly at the Waypoint. The rider must follow the course to get to the Waypoint. If the rider follows the arrow directly he/she could encounter dangerous obstacles!!!

Start Special Stage (aka DSS)

Start Special Stage- (aka DSS: Depart Special Stage)
Used to start Stage timing. Usually Located 100M outside time control. Competitors do a running start and stage timing starts when they clear the DSS.
Waypoint DSS Waypoint is always "Open".

Waypoint Safety WPS

Waypoint Safety- Used to alert Competitors of danger or to guide competitors around danger/ hazard areas. Buzzer will sound 5 beeps at the "Open Distance" and again when the Waypoint Safety is "Cleared" (most typically when the competitor is right on top of or at

the specific danger/ hazard area such as a large collapse or sandpit).
WPS Waypoint "Opens" at a specified distance depending on expected speed and nature of the danger/ hazard. The competitor know the danger/hazard area has been cleared upon the second sounding of 5 buzzer beeps.

Start Speed Zone- SSZ

Start of Speed Zone is used to start Speed Zone at Specified Speed. When within 3KM/Hr of the Speed Zone Speed Limit the Buzzer on the Rally Comp will beep repeatedly. If the Speed exceeds the Speed Zone Speed the Rally Comp Buzzer will sound a constant tone and an Alert Target will appear on the Rally Comp display. Penalty time will be accessed every 1 second (usually 1 Minute per second of speeding violation). There is a 1 Second allowance before the first speed Zone Penalty will be accessed. Violation time will progressively increase with increased speed. For example, a SZ limit of 35kmh will have a more punitive penalty if the competitor reaches a much higher speed such as 70kmh (ie: penalties can double and triple for highly excessive violations). The SSZ Waypoint "Opens" at a distance of 200M.

Finish/End Speed Zone- FSZ

Finish Speed Zone- FSZ
IMPORTANT: Speed Zone violations will continue until a competitor "Clears" the FSZ even if the competitor is outside of the Speed Zone Area. FSZ Waypoint "Opens" at a distance of 200M.

Waypoint Stop- STP

Waypoint Stop-Stop for the specified specified number of seconds(Range: 1-900). Used for road crossings, Gas Stops, Etc. At the STP "Open" distance(100M from the STP center) the Rally Comp will display "STOP!!!". Once the competitor comes to a complete stop a countdown will begin for the specified time. When the countdown is complete the Rally Comp will display "GO!!!". If the competitor has not moved outside of the "Make" distance during the countdown the STP Waypoint will be automatically "cleared" (The WPS must be Cleared after the countdown). For road crossings the STP center will be at the road crossing. For gas stops the STP center will be at the exit of the gas stop area. STP Waypoint "Opens" at a distance of 100M before the Waypoint Center.

Finish Special Stage- FSS

Finish Special Stage- Stops Special Stage Timing When competitors Clear the FSS

waypoint Special Stage Timing is stopped. FSS Waypoint is always "Open" when the next waypoint is the finish of the special stage.

Notes:

1. When a Waypoint is "Open" the Arrow is on and the Distance to The Waypoint is Visible.

2. A Waypoint is "Cleared" when the competitor is within a specified "Make" Radius/Distance (Usually 15 meters). When a waypoint is "Cleared" the Rally Comp will automatically advance to the next Waypoint.

3. The Rally Comp will sound 2 beeps when a waypoint is "Opened" and Sound 3 beeps when the Waypoint is "Cleared". Exception: WPS sounds multiple beeps.

4. Waypoint Numbers correspond to the instruction number in the roadbook (ie: WPM015 corresponds to instruction #15 in the roadbook). If the Rally Comp is showing WPM015 and a Competitor is on Roadbook instruction #16 then WPM015 has been missed. The competitor has 3 choices:

   A. Go back and try to Navigate to and "Clear" WPM015 (No Penalty)
   B. Manually "Open" the Waypoint and have the Arrow and Distance guide the competitor to WPM015. (10 min Penalty Accessed)
   C. Manually "Skip" WPM015 and continue on. (20 min Penalty Accessed)

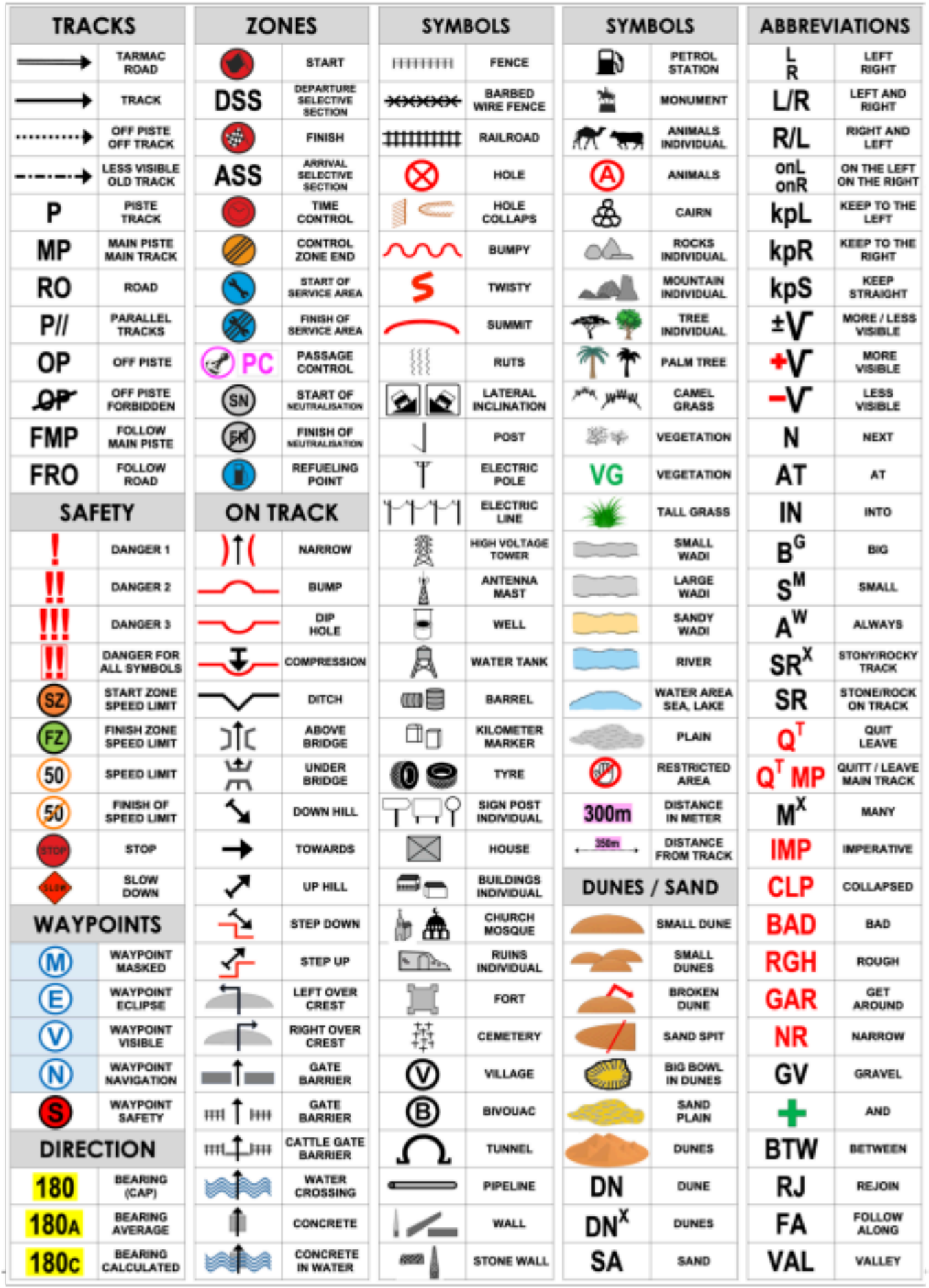
5. IMPORTANT: If a Waypoint is missed the competitor MUST advance ("Skip") the Rally Comp to the next Waypoint or all successive Waypoints will also be Missed! A penalty (usually 20Min) will be assessed for each Missed/Skipped Waypoint. To "Skip" a waypoint press the #2 button one time followed by #1 button to confirm.

6. Waypoints may be manually "Opened" by the competitor to guide the competitor to the Waypoint. A penalty(usually 10Min) will be assessed for "Opening" a Waypoint. If a competitor is lost It is usually advisable to "Open" a Waypoint to get back on track, NOT to "Skip" the Waypoint. To "Open" a waypoint press the #2 button two times followed by #1 button to confirm.

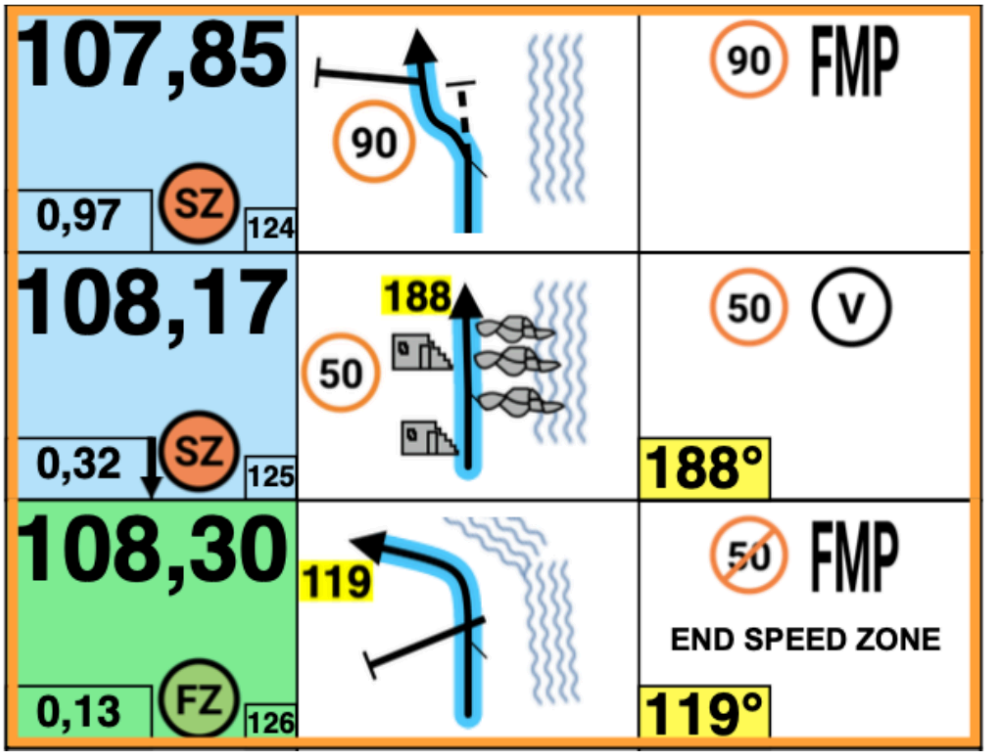
7. All Waypoints in a Stage MUST be cleared or a competitor will be accessed penalty time.

8. Penalty Times and Waypoint "Open" and "Make" Radius is defined by the Event Organizer. CAUTION: The arrow points directly at the Waypoint. The rider must follow the course to get to the Waypoint. If the rider follows the arrow directly he/she could encounter dangerous obstacles!!!

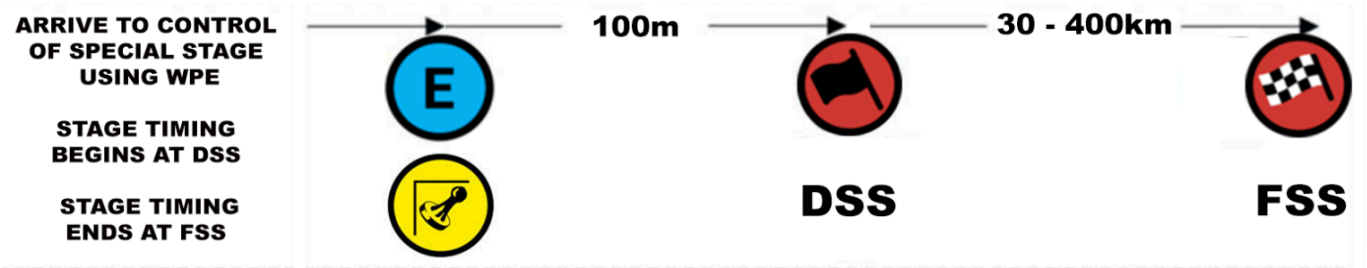
APPENDIX II: Roadbook Symbols & Abbreviations



APPENDIX III: Speed Zones



APPENDIX IV: Passage Control at Departure of Special Stage



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