

2019



RULEBOOK

Revised 1/16/2019; specific to BAJA RALLY 2019; supersedes all prior revisions



2019 POINTS SERIES

Revised 01/16/2019



Contact: admin@bajarallymoto.com

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Chapter One - Overview

1.1 Definition

Rally Cross Country or Rally Raid are sporting events 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 navigation stages, to reach the end of each stage is necessary to use the road books, an odometer (distance marker), compass or GPS and other security devices that allow riders to navigate the course laid by the organization. The route may include different regions of the country.

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" which will be the 2nd valid date of the Mexican Rally Championship 2019. 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 motorcycling sports activities of the Mexican Rally Championship 2019.

- a) The provisions of these regulations are intended to set the basis for the championship with name "Mexican Rally Championship 2019"
- b) The riders, clubs, teams and association which are practitioners of the motorcycle Rally Cross Country in the country will be regulated by the provisions of this regulation.
- c) Ignorance of these regulations does not excuse compliance. Similarly, it can-not be argued disuse, customized or practiced to the contrary.

1.3 Valid dates

The "Mexican Rally Championship 2019" will have 2 valid dates.

- 1) TBA March 1, 2019**
- 2) BAJA RALLY September 30-October 5, 2019**

1.4 Participants

To participate in the Mexican Rally Championship 2019 will be mandatory to use specific motorcycle Enduro / Rally / Motocross / Dual Purpose / UTV.

Participant must have the appropriate safety equipment

The rider must be of legal age and present a document that endorses, if a minor's parent or guardian must sign a waiver responsible.

1.5 Categories

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

Rally Pro

May participate in this category:

- a. Riders registered with a 2 wheel 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 at the top 3 of the category "Rally 1" in the previous championship.
- 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.

UTV Pro

May participate in this category:

- a. Riders registered with an UTV "side by side" o regardless of modification but which is certified as such.

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.

ADV Pro

May participate in this category:

- a. Riders registered with a 2 wheel motorcycle over 800, as delivered from factory
- 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.

Quad Pro

May participate in this category:

- 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 at 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

Rally 1

May participate in this category:

- 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

Rookie (First Rally Competition)

May participate in this category:

- 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.

Senior (55+ Years of Age)

May participate in this category:

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

Malle Moto (Unsupported Racer)

May participate in this category:

- a. Riders registered with a 2 wheel motorcycle.
- b. Riders who so wish.

1.6 Numbering

The numbers of motorcycles 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, 100 which is reserved for the previous years UTV pro champion. They will receive them with registration packet at the registration desk of the event. These numbers will be placed on the front and each side of the motorcycle.

1.7 Registration

All entries will be made prior to the event on the dates mentioned above and listed on the websites <http://www.rallyplayero.com> & www.bajarallymoto.com

Chapter Two

Terminology and Acronyms

Time Assigned

Each part of route should be run in the time allowed, that must be respected by all drivers/riders. Any excess in allowed time will result in a penalty for each minute. For example, if the closing time of the special stage precedes the participant reaching the finish of that special stage, a “late finish” time penalty will apply.

Stage Cancelation

At the organizers discretion a Special stage may be cancelled or cut short due to safety or technical reasons. In the event of cancelation after a stage has been started a time will be awarded corresponding to the elapsed time of the preceding waypoint. The Elapsed time will include and penalties and violations up to the cancelation point.

Bivouac

Area located between the timing controls at the end of a stage and the start of the next, where all riders regroup; this area is located in the road book. In the bivouac, riders still entered in the event may review the event along with those registered as “Pit Crew”.

Riders Meeting (briefing)

The meeting will be conducted jointly by the Event Director, and the organizer or his delegate. Attendance is mandatory for riders. The text of the meeting regarding safety must also be published on the official board.

CP (Check Point)

Check Point. An area where the time card must be officially stamped or marked which is typically a control, start or stop of a neutral zone, or a neutralized fuel stop.

Disqualification

Penalty decided by organizer and at least 1 International FIM Juror following a major violation of a Regulation listed herein.

DZ

The start of the speed control area and, when possible, marked with a reference signal accurately and waypoint on the road book (WPM or WPE). In the case of a discrepancy between both, the point will be reviewed.

Fixed Penalty (PF)

A time penalty to be added to the penalties already incurred.

FZ (End of zone)

End of the speed control zone, marked with a WPE.

GPS

A "Global position system" is a system that uses satellites to pinpoint, longitudes, latitudes at any point of earth.

Marathon Stage

A Stage with limited assistance in the bivouac at the end of day. Riders are allowed to pack a single parts box (which is transported by the organizer) to hold spares, parts and supplies. Not every BAJA RALLY event has a marathon stage.

Maximum Time Allowed

Extra Time added to the time allowed in each route section, and maximum time allowed for each selective section, which, if exceeded, will result in the application of a fixed penalty. At this point, CP is considered Closed for the rider in question.

Neutralization

The time during which the rider is detained by the Event Director. (Parc Ferme conditions). This time is the same for all participants.

General Classification

General Classification of all categories together

Parc Ferme

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

Pulse Signal (IMP)

Following the ongoing operation a compliance tracking device, a signal is recorded in the device in incremental units. These signals and corresponding data are used to determine course and speed compliance.

Real Time

The actual time used for a selected section.

Regrouping

Stop provided by the Event Director to allow the grouping of riders still in the test and reduce the intervals (Parc Ferme conditions). The rest time can be different depending on riders skill level.

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.

Speed Infraction (SI)

Any exceeded speed on Speed Zones

Speed Over Ground (SOG)

Information provided by the GPS indicating the speed of the moving vehicle

Sports Penalty

A Sports penalty means a penalty imposed for speeding, lost CP, or Waypoint or misconduct or other violations committed in a Selective Section.

Stage

Each part of the event separated with a bivouac.

Super Special Stage (SSS)

Organizing a Super Special Stage is optional. If one is scheduled for inclusion in the event, riders must take part in it. It can only be organized a Super Special Stage, which will determine the starting order for the next stage. This will count for the classification of the event and any penalties related to it. These sanctions will be taken into consideration for the overall standings of the stage and applied the same day.

TC/TCA

Timing Control / Timing Control of Arrival

Timing Card

Card designed to place the marks of different TC / CP performed on the itinerary.

WPT

Waypoint (GPS point) A GPS point is a geographical point defined by latitude and longitude coordinates. There are several types of GPS points :. Each waypoint noted on the roadbook is an obligatory passing point.

- ***FIM** International Federation of Motorcycling
- ***FIM-LA** International Federation of Motorcycling – Latin America
- ***FMM** Mexican Federation of Motorcycling
- ***CNE** National Commission of Enduro
- RPE** Rally Playero Entertainment
- ***CRT** All Terrain Rally Commission
- TC** Timing Control
- CP** CheckPoint
- TCD** Timing Control of Departure

*Spanish or other languages Acronyms

Cross Country, its stages and Particularities

2.2 Stages is the set of sections of a Rally event consists of one or more Specials and

one or more Liaisons; Stage should correspond to the day of the event.

2.3 Liaison It is the section of the Rally that articulates 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 which 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 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 the Sunset.

2.5 Timing Cards On 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 of his 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 annotated on card will result in a disqualification.

2.6 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.

2.7 Timing Controls Time Controls open 30 minutes before the indicated time of passing for the first rider, 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, rider must verify 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 official, where 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.

2.8 Checkpoint (CP) For each stage, all the checkpoints are required, and shall be properly marked in the road Book with the initials CP, the missing of a checkpoint register on the timing card will apply for a penalty. CP 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

During the whole event, the rider is the only responsible for the right use of the GPS and is his responsibility to verify that the information provided by the organization is loaded in the device before each stage

Signaling of Controls

2.9 Checkpoint

begin of zone control

Control

end of zone



2.10 Timing Control

Begin of zone control

Control

end of zone



2.11 Timing Control with Special Stage start

Begin of zone control

Control

end of zone



2.12 Timing Control of Arrival

Begin of zone control

Control

end of zone



2.13 Special Stages

Special Stages are timed sections of the route.

In a special stage start, motorcycle must be aligned in front of the departure control (TCD), the official shall register the official time in the Timing Card (hour and minute) and will count down 30, 15, 5 seconds for riders departure. Rider will have 30 seconds to depart after start time is given after which a penalty of 2 minutes will apply.

Except in the case of an emergency, the official time of start may not be modified. If the rider starts before signal is given, a one minute penalty will be applied for each minute early and an official warning will be applied at the end of the test.

Riders may not stop between the warning panel and the control station, either start or finish.

At a distance of 150-300 meters (495-985ft) after the finish of a test the rider must stop at a marked timing control, present official timing card to standing official for annotation of time in hours, minutes and seconds.

2.14 Parc Ferme (Closed Park)

Parc Ferme is a fenced and gated area, preventing 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. Its purpose is to register, make model, technical specifications and condition of vehicle. Riders are allowed to enter and leave with the engine running. After parking the motorcycle inside the Parc Ferme, rider will immediately leave the zone, which from then onwards cannot be entered. To leave the Parc Ferme for start a stage, regrouping, or the end of a stage, rider will be allowed to enter to the Parc Ferme 10 minutes before his departure time.

Once Vehicle is within the Parc Ferme, under penalty of disqualification, rider will not engage in:

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

2.15 Regrouping

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 instruction for his new starting time. Riders and vehicles will be parked in Parc Ferme or temporary space to await departure time.

2.16 Other Penalties

Unsportsmanlike conduct:– Verbal or physical abuse, drunkenness 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 immediate disqualification pending review of the competition board.

Not respecting the speed zone: 1“ minute for each 5 km / h (3.5mph) per minute exceeding maximum listed speed limit in road book, according to information gathered from the riders GPS.

In agricultural areas, forest areas and environmentally sensitive areas itinerary and all the road book instructions must be strictly respected. It is prohibited to cut course through fields, valleys and forests, and will result in disqualification.

A rider or any member of the team is blocking or intentionally impeding the passage of other riders; riding off the route, riding the wrong way, moving or towing of machines by vehicles off the course will result in disqualification

2.17 Bivouac (campsite)

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 official course.

Penalty or Disqualification

- Maximum speed limit of 5 km / h (3.5mph) in the bivouac area
- No vehicles are to be present in the “food area”

2.18 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, do so at their own risk. The organizer cannot be held responsible in any way for damage or theft.

2.19 Riders Meeting (Briefing)

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 the road book and timing card, will be explained the road book, detailing the route and other information or last minute changes.

2.20 Circulation

Riders must navigate as indicated by the road book, to controls (TCD, TC, FZ, DZ)

The waypoints that appear in the road book will be regarded as obligatory passage points and may not deviate more than the indicating in the road book. Each lost waypoint; the rider will receive a penalty.

When the road is defined it will appear in the road book a solid line and 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 (navigation zone) will appear in the road book a dotted line and prohibited to move more than 3 kilometers (2 miles) away from this road – in any direction.

A 5 minute penalty will apply per kilometer for each major diversion of the authorized distances according to the official GPS. 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

3- Chapter Three

3.1 Departure Order

If there is no results from previous stages, for the 1st stage the organization will have a prologue or Super Special Stage (SSS) the first day of the event to get a timed departure order following the best times OR start riders in a “seeded” order of the organizer’s choosing. Each following stage will use the previous stage results to restart competitors at 1 - 2 minute gaps and with vehicles separated by types in departure sequence:

Motorbikes, Quads
UTV’s and Cars

At the start of each day of stages, the departure signal will be given to each group of riders at the exact time the group is to departure. The riders will have 1 minute to leave the Time Control area.

Any delay at the finish or start of the prologue or stage will apply for a penalty of a minute for each minute delayed. If a rider can start the engine and travel 20 meters (63 feet) within the successive minute at the time of his departure they will receive no penalty.

Repositioning of start: for safety reasons, at the end of a stage the organizer can modify the departure of the following stage under their own discretion.

Delayed riders who fail to start before the sweep vehicle will be disqualified.

Technical Considerations

3.2 Scrutineering

- a) inscription verification (documents and wristband)
- b) number plates verification (supplied numbers affixed correctly)
- c) sponsors branding verification (official stickers)
- d) motorcycle in good conditions verification (tires, muffler, general conditions)
- e) safety equipment (helmet, boots, neck, jacket, goggles, fire suits, extinguishers)
- f) gas tank verification (meets distance requirements, leaks, heat shield)
- g) hydration system verification (70oz or more per person)

UTV Safety Requirements:

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

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

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

Spot trackers must be located in plain sight, turned on and tracking before leaving bivouac, and must be able to activate with no more than two motions after releasing hands from controls. Failure to comply will result in a forfeit of start position until in compliance. As of January 1st, 2019 Spot trackers are no longer required but are strongly recommended.

Moto Safety Requirements:

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

Spot trackers must be located in plain sight, turned on and tracking before leaving bivouac, and must be able to activate with no more than two motions after releasing hands from controls. Failure to comply will result in a forfeit of start position until in compliance. As of January 1st, 2019 Spot trackers are no longer required but are strongly recommended.

3.3 Assistance

During the Rally riders allowed outside assistance repairs and refills, except in special stages, unless there is a technical note exception in the road book.

Support vehicles will be allowed to assist in certain authorized areas; whoever receives assistance outside permitted areas will receive a penalty of 30 "minutes, except in case of emergency or accident.

All support vehicles must be registered; the rider receiving support from an unofficial registered vehicle will receive a penalty of 30 "minutes, except in case of emergency or accident.

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

The organization will allow the support teams to carry fuel during the special stages. However, only the rider 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.

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

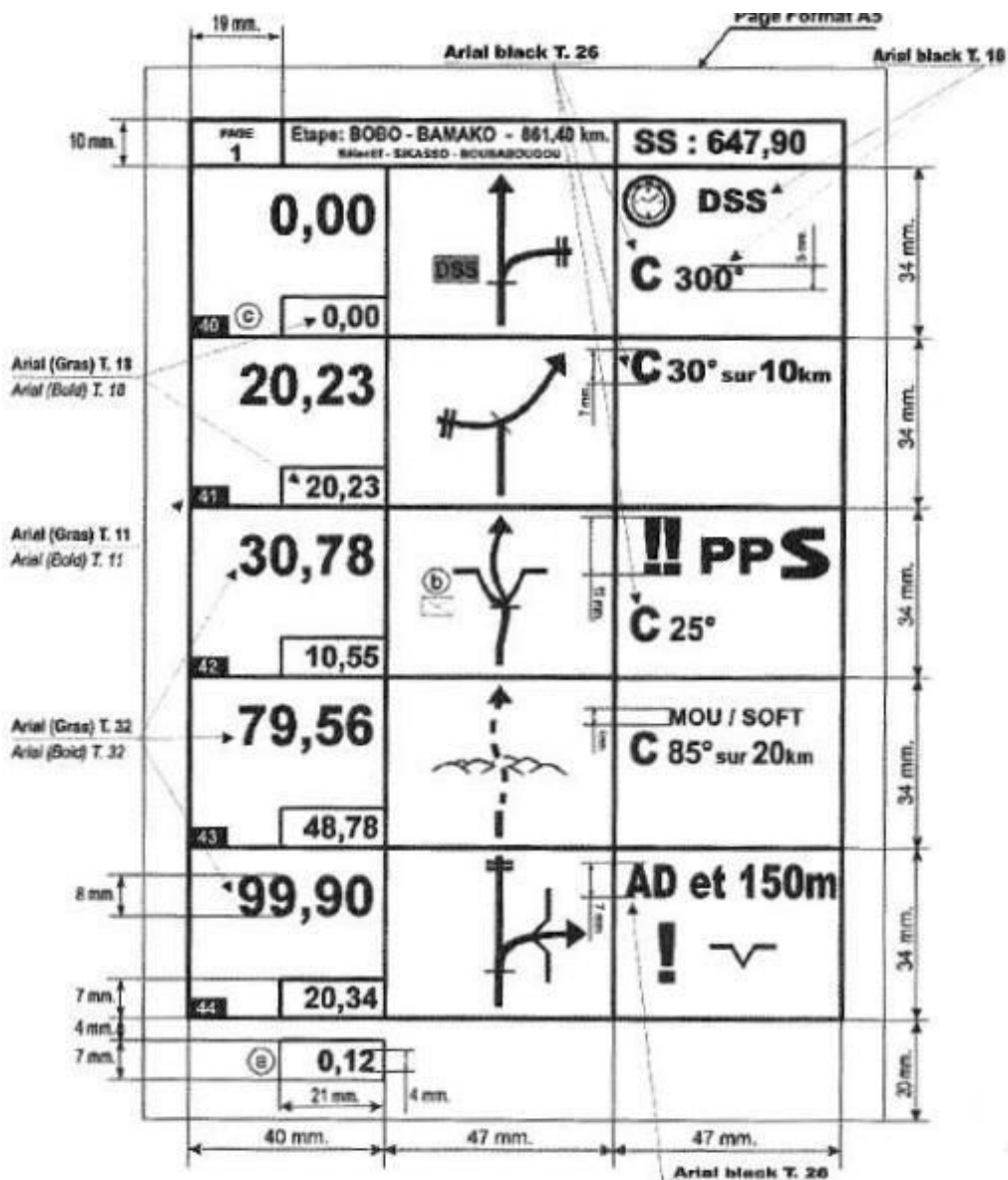
3.4 Advertising

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

- They are excluding brands contrary to sponsors who have requested exclusivity, which will be specified before the start of the registration.
- 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 motorcycles.

3.5 Roadbook page- Also refer extensively to RALLY NAVIGATOR.com for exact lexicons and abbreviations used in BAJA RALLY roadbooks



3.6 Fuel Tank and Autonomy (fuel range)

All vehicles must have a minimum fuel range of 242 km (150 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 leak or damage in a tank or damage it must be emptied immediately; sufficient repair must be made before 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 Tracking with GPS

All riders are required to keep the "track" or "route" in the GPS to ensure they have completed the entire stage as having respected the speed limit.

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.

3.9 Protection and Survival Equipment

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

- a) Satellite telephone; Must be activated and functioning at scrutineering (available for rent at registration)
- b) 70 liter water reserve (70 ounces) per participant
- c) Basic first aid
- 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 at a special stage or liaison detect a rider without the equipment rider may not start stage or receive disqualification.

3.10 Aid and Involuntary Delays

In case of accident, the riders or teams must promptly notify to the organization or event officials. The first rider on the scene of an accident is mandated to stop and assist; in the case of a serious injury, the assisting rider must stay with the injured rider until assistance arrives; and / or ask the rider who comes second to alert the officials of the event; otherwise, (if the accident is not serious, and the injured rider is not a high risk injury the assisting rider must follow the course and warn the officers of the incident.)

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

At any time lost while assisting an injured rider will be 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; not having this technology will proceed as follows:

3.10 Aid and Involuntary Delays (continued)

If there is just one special stage on the day:

- 1) will take their position in the general classification the day before.
- 2) This classification corresponds to his/her new position regarding the day of the accident.

If there is more than one special stage on the day:

- 1) Will take his position of the last or next special stage.
- 2) The general classification will be averaged by doubling the time of the special stage.

The organization will evaluate the information provided by GPS and can increase or decrease the estimated time.

The organization will take the injured rider to the nearest hospital; from there the rider will be processed or be transferred by his own insurance. The vehicle will be transported to the nearest bivouac and then the rider and team will be responsible for transport to their final destination.

3.11 Radio Communications

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

3.12 Rally Comp

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 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 course and follow all posted speed limits noted in the speed zones in the roadbook. Scoring for such incidents will be based on time card and riders 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 riders responsibility.

Mounting the Rally Comp is simple and easy and BAJA RALLY will assist riders, as needed at scrutineering. 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 . 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 the proper compliance with rule 3.12.

Vibration isolation bushings (ie: rubber grommets), similar to those used in mounting standard odometers must be used in the installation of Rally Comp. Riders should arrive to scrutineering with 2 holes drilled (1.5" apart), exactly the same as standard odos with a pair of rubber grommets lining the 2 holes.

Chapter Four-Results and Appeals

4.1 Protest

Protests and Appeals are overseen by the Competition Committee; Made up of the competition director, scoring director and operations director.

Protests against riders, motorcycles and unsportsmanlike conduct must be submitted in writing or by email from the rider or crew chief to the competition committee of the race until before the start of the first rider of the next stage. If it is the last stage of competition it must be received before 8pm that evening.

Protests against results must be made in writing by the rider or crew chief and handed over to the competition committee of the race until before the start of the first rider of the next stage or if it is the last stage of competition, before 8pm that evening.

All protests must be specific and be accompanied by a fee of \$ 1000 pesos (\$70 dollars)

Protests will be handled by the competition committee; if the protest goes forward, the value will be fully refunded to the rider, otherwise there is no refund.

No protests are allowed against decisions of Baja Rally. Appeals of decisions may be filed accompanied by a fee of \$ 1000 pesos (\$70 dollars) Appeals will be handled by the competition committee; if the appeal goes forward, the value will be fully refunded to the rider, otherwise there is no refund.

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 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 maybe 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 accumulate; Special stages plus penalties.

4.2 Qualification (continued)

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 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)

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

All dates of the 2019 Championship will be considered in determining the final places in all Annual Championship categories.

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 event.



Contact: admin@bajarallymoto.com for inquiries

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