



BAJA EUROPEAN CHAMPIONSHIP (IMN423/xx) **Sporting rules**

1. GENERAL

The FIM Europe organises the European Baja Championship in according to the rules of the FIM Europe Sporting Code and the FIM Europe and FIM Rules, and by the Jury made from the FIM Europe appointed member, Clerk of the Course and one third member appointed at the event, and with particular reference to Baja general regulations as well as to any Supplementary Regulations produced by each organiser.

Bike, Quad and SSV Technical rules will be as for FIM.

The Baja Championship will consist of a number of rounds each year which shall be published in the FIM Europe Calendar.

The European Baja Championship consists of a minimum duration of one-day competition (Leg1) and a maximum duration of three days (Leg1-Leg2-Leg3) excluding the Super Special Stage (SSS) / Prologue and the Administrative and Technical check.

Any race of European Baja Championship must include in total at least 100 km (if there is only one race day) and 200 km (if there two-three race days) of special stages (one or more special stages, also repeated, road transfers/liaison are not included) for the whole event.

Regarding the Baja events that expected two-three race days there must be a minimum of 100 km for a race day (one or more special stages, also repeated, road transfers/liaison are not included).

SSS/Prologue, if included, must be at least of 2 km.

In the Baja Special Stage, the use of the road book should not be required. The track must be indicated by appropriate signs. Basically the road book needs to give information to the riders regarding the tracks and the connections to the Special Stages.

However the use of road-book and its equipment is allowed but not compulsory.

If the event is organised on a parc fermé (closed control) system which means that apart from the time spent on the road and the time occupied each day prior to the start the motorcycles, quads and utv are in the custody of the FMNR, until 30 minutes from start of last riders each day, or 30 minutes from releasing machines from PF at the last day of event.

Each day before the start event, riders will be allowed to enter the parc fermé 15 minutes before their starting times for the sole purpose of moving their machines by hand only to the exit of the parc fermé and to enter into the starting area. Rider is not allowed to work on their machine except to install the road book under the supervision of an official.

The first Time Control of day is the start line and the last time control of day is the entry of parc fermé.

At the start of each stage it is compulsory that at minimum, the first 15 riders leave one by one and minute by minute. If parc fermé is adopted, It is allowed for the Clerk of the course to allow more time to each rider if the conditions require.

In the car/motorcycle/quad Baja race, the minimum time between the start of the last motorcycle/quad/ssv and the start of the first car must be at least 20 minutes. However the last bike/quad/ssv must have covered at least 75% of the special stage before the start of the first car.

The riders will start one by one every one minute.

The transport of motorcycle or quad in a linking sector is forbidden unless exceptionally authorised by the Supplementary Regulations or the Clerk of the course.

The event takes place during the daylight for all riders. It is forbidden to give the start to a Special at night.

There must be a minimum 10 day period between any two competitions. Each Organiser must pay the current

Inscription fee to the FIM Europe.

2. PARTICIPATION

To participate in the FIM Europe Baja Championship a rider must hold a regular driving licence and have a valid FIM Europe Championship licence.

To participate in the FIM Europe Baja Championship a Team must hold a regular FIM Europe Team Championship licence issued by the FIM Europe and a start permission of their Federation.

Riders may participate in the events with a National licence and a start permission of their Federation but will not be eligible to score European Championship points.

Bikes, Quads and their equipment must comply with the National legal requirements for Road Traffic of the country in which the vehicle is registered and with any other rules specified and in the Supplementary Regulations.

Competitors and vehicles in addition to the current FIM/FIM Europe rules must conform to the regulations in force in each locality crossed during the competition. Any competitor convicted of an offence against such regulations may, after an enquiry be disqualified or have other penalties imposed as provided for in the FIM Europe Arbitration and Disciplinary Code.

Trade/Test plates numbers are not allowed.

All machines must comply with FIM Europe/FIM Technical regulations.

Riders who retire from the event on one day may start again the following day providing they use the same machine.

3. SUPPLEMENTARY REGULATIONS AND ENTRY LIST

The Supplementary Regulation (SR) shall contain important local details on such matters as the course, average speeds, safety conditions, entry fee, etc. The organisers must show the FIM Europe and the Promoter logos and their main sponsors in the SR of each race.

It is compulsory to have at least one passage control on each special test unless exceptionally authorised by the Clerk of the course, when there is not a tracking system.

The Organiser must display on a Web site identified in the Supplementary Regulations, the Provisional Entry list including the class and category (European Championship or national) – the official closing day of entries.

4. JURISDICTION

A Jury composed in conformity with the dispositions of the FIM Europe Sporting Code (see Art. 50) will supervise the event.

The FIM Europe Enduro & Rally Commission nominates the Jury President or an Observer.

5. CLASSES

Motorcycles: Overall

Quad: Overall

SSV: Overall

Women: Overall

The women will have no division in classes.

6. ENTRY FEES

Each competitor who wishes to participate in the FIM Europe Baja Championship must pay a One – Off Championship Inscription fee of 80,00 Euros before their first event, which must be paid at the latest at administration inspection to a person appointed by the Promoter, if there is one.

The entry fee for each event of FIM Europe Championship shall not exceeded the maximum price limits of 500€ (one day/event included prologue the day before) or 650€ (two or more days/event), to include all taxes, GPS system or similar for the active tracking of the riders, service area at least 25sqm, and a pass for one van and one for mechanic. If the event has double validity for FIM World Cup/Championship and FIM Europe Championship and a rider requests to participate in both, the organiser may increase – the riders entry fee to the same as the FIM entry fee.

Organizers may impose an extra fee of € 50,00 maximum for entries made after the official closing date.

Factory/Manufacturer Team

A One –Off Pre-Inscription fee of 250 euro is payable before the first race by any Factory/Manufacturer who wishes to enter a " One Make" Team in the Championship to the FIM Europe Jury President.

Trade Team or Moto Club Team

A One-Off Inscription fee of 250 euro is payable before the first race by any Trade or Moto Club Team who wish to participate in the Championship.

The payment made to FIM Europe (Factory/Manufacturer Team, Trade Team or Moto Club Team) must be paid at preliminary inspection to the FIM Europe Jury President.

A rider or any of the above Teams can make an inscription at any further rounds with the same procedure and amount.

7. TIME CARD

At the start of each Leg, the riders will receive a time card on which are indicated the times allotted for covering each Road Section and the maximum times authorised for each Selective Section. Each time card will be returned to the timekeeper at the finish of each Leg and replaced by a new time card at the start of the following Selective Section. The rider alone shall be responsible for his time card.

Any correction or alteration to the card which has not been approved in writing by a controller shall result in disqualification from the event.

Presentation of the time card at the various checks and the exactness of the entries thereon shall be the entire responsibility of the rider. Only timekeepers shall be authorised to enter a time on the time card, either by hand or with a time-printer.

Riders are obligatorily required, under threat of penalty which may result in disqualification from the event, to be checked-in on passing all the points mentioned on the time card, and in the order in which they are listed. The absence of the visa to any control whatsoever will result in a fixed penalty, possibly disqualification from the event as indicated in the Supplementary Regulations. These fixed penalties can vary from one Leg to another.

A rider cannot present his time card at a control without his motorcycle/quad.

8. SPECIAL PENALTIES

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

The rider who miss any Time Check of Selective Sections (SS) will be penalised as follow:

- maximum time allowed of the Selective Section (SS) expected in the time card

The rider who started but did not arrive inside the maximum time allowed or who did not finished a Selective Section will be penalised as follow:

- maximum time allowed for the Selective Section + 60 minutes penalty

The rider who miss a Track Check/Passage Control point will be penalised as follow:

- maximum time allowed for the Selective Section + 60 minutes penalty

The rider who arrive at the special stage 30 min's after the ideal time of the last rider will not be allowed to start.

The riders can go to parc fermè and restart in the next special stage only after the regrouping. If there no regrouping the riders must stop at parc fermè.

The rider will be penalised as follows:

- the maximum time allowed + 60 minutes penalty for each failed (not run) Sections.

All riders that do not finish the daily leg can restart the next day provided they place their motorcycle or quad in the parc fermè within a maximum time of 60 minutes after the last rider who finishes the daily leg within the maximum time allowed.

This riders will be penalised as follow:

- maximum time allowed for the Selective Section + 60 minutes penalty

At the time checks at the start of a Leg or the start of the Selective Section, the riders are not allowed to clock-in in advance. Any lateness between the true time and the ideal time of clocking-in will be penalised on the basis of

one minute per minute.

At the time checks at the end of a Leg as well as in the Parc Fermé at the end of the event, the riders are allowed to clock-in in advance, without penalties.

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

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

The Route is divided into Legs that comprise one or several Selective Sections (SS) connected by Road Sections. Throughout the duration of the event, the riders must strictly comply with the traffic regulations of the countries through which the event passes. Any rider who does not comply with these requirements will be penalised as follows:

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

Example of application penalty:

Selective Section maximum time allowed: 01h 00'

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

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

Road Section time allowed: 01h 00'

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

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

Example 3 – Rider n°1 Start C.H.1 12h 00'
Arrival C.H.2 13h 31' The rider who arrive at the special stage 30 min's after the ideal time of the last ride will not be allowed to start and must go to parc fermè. Penalty = 01h 00' + 60 minutes + Road Section time allowed.

Example 4 – Rider n°1 Start C.H.1 12h 00'
No arrival to C.H.2 penalty = 01h 00' + the maximum time allowed of the Selective Section + 60 minutes + Road Sections time allowed for each failed (not run) Sections.

9. SERVICE AND ASSISTANCE

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

There must be a refuelling area every 80 km (maximum) on the liaisons and special stage (all road sections).

The rider may receive Outside Assistance at the Service controls.

Only the rider can work on the machine outside the indicated service controls.

Riders that receive any assistance outside the assistance areas will be penalised with 120 minutes of penalty.

The changing of wheels/tyres is unrestricted.

Time of refuelling control is minimum 5 mins and minimum 30 mins for assistance.

Refuelling must be made with the engine stopped. The penalty for not doing is exclusion.

It is compulsory to use an environmental mat (FIM-FIM Europe/FMN recommended) in the assistance and refuelling areas.

10.RANKINGS

For each race the rankings shall be

- Overall motorcycles, overall quad, overall SSV
- Women
- Factory/Manufacturer
- Teams/ Moto Club Teams

11. CALCULATION OF RESULTS FOR THE CHAMPIONSHIP

A "race" is a course of at least 100 km (one race day) or 200 km (two-three race days) of special stages without road transfers/liaison.

If there is no SSS/Prologue: at first event riders should start in order of first 15 from previous year EC final results – and after these riders start ballot.

At next events: in order of current Championship positions.

The SR shall stipulate if there is to be a Prologue to determinate a starting order. Riders that do not take part to the prologue will start the first special stage in the last position and in the results of the first day will receive the time of the slowest rider in their class (from quads for the quads, from bikes to the bikes and from ssv to ssv i.e by category) in the prologue plus 15 minutes. Riders who fail to complete the Prologue will have the worst time (from quads for the quads and from bikes to the bike i.e on category) plus a penalty of 2

The SSS/Prologue must count for the final classification. If It not count for the classification min. it is only valid for the starting order.

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

The overall winner of each Baja event is the rider (own category: motorcycle-quad-ssv) getting the lowest time during the total race days.

Results are valid for each single event day.

The Overall ranking will be for the best 15 positions

The ranking for Classes will be for the best 15 positions in each class. The ranking for Women will be for the best 15 positions.

The points awarded each race day will be:

20 p. – 1st, 17 p. – 2nd, 15 p.-3rd, 13 p. – 4th, 11 p. – 5th, 10 p. – 6th, 9 p. – 7th, 8 p. –8th, 7 p. – 9th, 6 p. – 10th, 5 p. – 11th, 4 p. – 12th, 3 p. – 13th, 2 p. – 14th, 1 p. – 15th

Each competitor (own category: motorcycle-quad-ssv) will be awarded the following points for starting each day (the competitor must start from the first Time Check of the race day expected):

1 point Prologe/Super Special Stage

2 points for each Leg (race day)

The final round of the Championship will have double validity in term of points. Every race day event points will be multiplied by 2 (20x2, 17x2, 15x2 and so on).

In a case of an accident, the FIME Jury has the possibility to bonify a competitor, when this competitor stopped for assisting another injured rider. The Jury must have the technical possibility to calculate the time loss. This bonification of time is at the sole discretion of the FIME Jury.

The ranking for Factory/ Manufacturer teams will be by the sum of the time of the best 5 places on that make of machine in the overall positions of each race. For each missing team riders, the team will get a penalty of the maximum time allowed plus 60 mins for each failed (not run) special stage.

The ranking for each Trade/Moto Club team will be the sum of the time of the best 3 riders who have been enrolled in that team before the start of each event. The names of racer's such a Team must be inscribed at the administration of each event. For each missing team riders, the team will get a penalty of the maximum time allowed plus 60 mins for each failed (not run) special stage.

The final ranking of European Baja Championships will result from the sum of the points awarded in each single event day.

In case of a tie, the rider with the most victories and then highest placings in the scoring days will be placed first and so on until the statement is broken. If the draw subsists the winner will be the rider with the higher score in the last day.

12. PRIZES AND AWARDS

Each Organiser must provide Prizes and Awards.

The calculation of Prizes/Awards for each round will be on the sum of the times for all the days of the competition.

All racers must collect their prizes/awards at the Prize ceremony or face a fine of € 100,00. If the Prize Ceremony must be held within 2 hours from the arrival at the finish of the last competitor of motorcycles, quad or ssv without any penalty.

If the ceremony is not started within this time the rider may leave without penalty.

At each event the following Awards/ Prizes will be presented for motorcycles, quads and ssv:

- The best riders 5 places in the overall ranking for each category (motorcycle-quad-ssv)
- The Best riders 3 Women
- The Best Factory/Manufacturers Team
- The Best Trade/Club Team.

13. ENVIRONMENTAL AREA

Each organiser will be obliged to provide a special area for the safe storage of waste oil, tyres, batteries and/or anyother material regarded as environmentally hazardous. Such area shall be in the paddock/service areas and shall be clearly identified. It is compulsory to use a environmental mat (FIM/FIM Europe/FMN recommended) for service and replenishment at the service areas.

14. ADVERTISING

All riders who register for the Championship agree to display the advertising materials supplied by the Promoter/Organiser as indicated in the Supplementary Regulations for the event.

The organizers of each event must display and give maximum exposure to the FIM Europe and Promoter logos at the departure zone, arrival zone, awards, back drop at the interview.

15. PROMOTER

The promoter, **if there is one**, is the advertising agent for the Championship, after signed agreement with the FIM Europe.

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

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

The Promoter will aim to help the Organiser under mutual agreement and will consult with them at least 30 days prior to the event in regard to all promotional matters.

Provided the Promoter guarantees at least 10 riders in the race, the organiser of each event must provide accommodation (min 2 double rooms) and meals for a maximum of 4 persons appointed by the Promoter, to manage adv activities, to make video and photographic material.

If the Promoter guarantees less than 10 riders in the race, the Organiser has only to provide 50% of the above requirement.

**Approved by FIME E&R Commission
2021, December**